M. L.

1400

HISTORICAL DATES

OF THE

TOWN AND CITY

OF

BATH, Me.

1604-1874

AND TOWN OF GEORGETOWN.

From 1604 to 1874.

By LEVI P. LEMONT.

Together with the Address of Francis Winter, Esq., delivered at Bath on the Anniversary of the Declaration of Independence, July 4, 1825.

BATH:
PUBLISHED BY THE AUTHOR.
1874.

Lemont, Levi P.

1400 historical dates of the town and city of Bath, and town of Georgetown, from 1604 to 1874. By Levi P. Lemont. Together with the address of Francis Winter, esq., delivered at Bath ... July 4, 1825. Bath, Published by the author (Printed by E. Upton & son) 1874.

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1. Bath, Me.—Hist. 2. Georgetown, Me.—Hist. I. Winter, Francis, 1746–1828.

INTRODUCTORY.

The author has been over forty years collecting historical dates and reminiscences of the history of Georgetown and Bath; and, during that time, has searched and had recourse to all the ancient histories of New England, and particularly Maine and Acadia, among which are Massachusetts Records, Sullivan's History of Maine, and the collections of the Maine Historical Society, the Frontier Missionary, &c. Likewise he is indebted to General Joseph Sewall for many historical facts; likewise to Nathaniel Groton, Esq., for the history of the churches; likewise to John Hayden, Esq., surveyor, for more recent transactions; likewise to a great many of the ancient inhabitants who outlived the common age of man, and were nearly all living within the recollection of the author, who was personally acquainted with every man that lived in Bath. But on account of the extent of these manuscripts, he has concluded to leave out a great deal and condense as much as possible, so that the work may come within the reach of every person, as a reference book that can be relied on in the future, which is more important in consequence of the Town Records having been burnt in 1838. He has a map of Long Reach in 1795, when there was but one street, which was High street.

Bath, March, 1874.

To Some Future City Government of the City of Bath.

Your Honorable body will find a natural reservoir for water thirty-five feet directly east from the Sagadahock House door, on Front street, without blowing the ledge, and will find plenty of water, without forcing it up the hill from the river. Many years ago, in the spring and fall of the year, truck teams in passing were sure to get mired here. It was often filled up with earth, yet to no purpose. At last, about 1818 to 1822 many loads of chips were carted from Clapp's shipyard and dumped into it, completely filling it. In some future day, when those wooden buildings are out of the way and the street widened in line with Bank Block, this may give the City Government a hint from an old citizen which may be of some use.

Levi P. Lemont.

ERRATA.

Page 4, read "first store," not "one store"
Page 5. 1750, read "Joseph Berry," not "Samuel."
Page 8, read "Sagadahock Bank."
Page 8, read "1843," not "1803."
Page 8, read "Nathaniel," not "Nathan."
Page 8, read "Peleg Tallman," not "J. Hyde."
Page 30, read "Jones's Eddy," not "James's."
Page 51, read "30 tons," not "60."
Page 52, 1741, "now West Bath," is wrong.
Page 55, read "master carpenter," not "captain."
Page 58, read "Saucy," not "Sammy."

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IMPORTANT EVENTS

IN THE

HISTORY OF BATH.

ITS SETTLEMENT.

1604—Capt. DeMotte in a French ship went up the Sagadahock, now Kennebec, on discovery. *Sullivan's Hist. of Maine, p.* 111.

1605—Captain George Weymouth in the ship Archangel wended his way up the Sagadahock and Kennebec, in his barge, on discoveries.

1607—Aug. 11 ships Gift, and Mary and John, under command of Capt. Geo. Popham and Capt. Raleigh Gilbert, first landed at Stage Island.

1608—They built a vessel of thirty tons called the Virginia.

1616—Soon after Popham left there was a French settlement made on Stage Island, where they engaged in fishing.

1616—Sir Samuel Argyle came from Virginia and removed them.

1625—Plymouth Colony sent a vessel to the Sagadahock to traffic with the Indians.

1628—A house was built for trading with natives on the Sagadahock.

1628—Thos. Purchase settled at the head of New Meadows River.

1631—This Province was spelt Mayne. The vessels that came from England were sixty tons burden and drew about ten feet of water. *Sullivan, pp.* 305, 307.

1634—Hoskins went up the Sagadahock to trade with the Indians. *Sullivan, p.* 294.

1634—The territory west of Sagadahock was called Lygonia, forty miles square. *Sullivan, p.* 315.

1640—Lawson plantation bought of the Indians and called Ireland.

1649—John Richards bought Arrowsic Island of Robin-hood, Indian chief.

1650—Feb. 2, Sir William Phipps born on Phipps' Point east side of Hocomock Bay. In 1674, he built a ship at Phipps' Point for a Boston company, and in consequence of the hostility of the Indians he took all the inhabitants on board and carried them to Boston. After this he went to the Bahama banks, got thirty-two tons of silver from a Spanish wreck, and some gold and pearls; he got for his part £1600. He was afterwards appointed Governor of Massachusetts, and built the fort at Pemaquid.

1654—Richards sold Arrowsic to Thomas Clark and Roger Spencer. Spencer soon after sold his title to Thomas Lake.

1664—Alexander Thwoite purchased the south part of Bath of Mox Dorumby, an Indian, and Thwoite dwelt at Winnegance.

1665—Rev. Robert Gutch, Presbyterian, purchased all the land from the Heath plantation, now Harward's, south to the Pettengill farm, and from river to river, of Robin-hood, an Indian chief.

1675—The inhabitants were all destroyed or driven away by the savages.

1679—Rev. Mr. Gutch was drowned crossing the Sagadahock in his skiff.

1679—Edward Campbell lived at Winnegance at this time.

1680—The settlement was destroyed by Indians.

1692—Phipps sent Capt. Church and put down the Indians on the Kennebec.

1702—A battle with the Indians by troops from Massachusetts.

1704—A battle with the Indians by Massachusetts troops.

1710—Fort Richmond built at Dresden.

1714—John Watts came and built a fort at Butler's Cove.

1716—Jonathan Preble came from old York and settled on the head of Arrowsic Island. Mr. Preble died March 8, 1768, aged 73 years. He lived and died in the old garrison, which was then occupied by his son Joseph, who died Jan. 8, 1808, aged 80 years. In 1800, Joseph Preble's son Jonathan built a house on the hill. The old garrison was taken down in 1804, and the timber sold. The size of the garrison was twenty-four by forty-two feet, two stories high, with flankers in the upper story. This and the fort at Butler's Cove held out through all

the Indian wars. Robert Gutch, from Bath, preached at both places between 1665 and 1679. At this time Clark and Lake were still the owners of the island. In 1718, there were but two houses on the island, both of which were destroyed by fire.

1717—Aug 9th, the Governor of Massachusetts came in the man-of-war ship Squirrel, and made a treaty with the natives, taking four days.

1717—One Elkins lived at Long Reach. His house was burnt by Indians in 1722.

1718—There were but two houses on the West side of the Sagadahock, Mr. Drummond's at the carrying place, Winnegance, and Temple's. This was the Indians' carrying place to New Meadows River.

1718—Georgetown incorporated. The river here was claimed by the Plymouth Company, of Massachusetts, and they had the exclusive privilege of traffic with the natives.

1718—Joseph Heath owned 200 acres of land, now Harward's. This was from the Pejepscot tract. Heath built a house near Harward's.

1720—Robert Temple purchased the Lawson plantation. He settled it with families from Cork in Ireland, and it still retains the name of Ireland.

1720—Up to this time the river up to the bay was called Sagadahock.

1722—John Lemont settled near where the railroad crosses the New Meadows river, and built a garrison. He was born 1704, died 1766. His children lived to a great age; one daughter lived 100 years, another 99 years, a son 96 years, one 86, and one 76 years. He built vessels at this place as early as 1745.

1724—Aug. 11, Capt. Moulton, Capt. Harmon and Capt. Bourn were sent with 180 men and subdued the Indians.

1728—Major Denney came and built a fort near Mr. Watts', Butler's Cove. *Sullivan's Hist., p.* 174.

1734—A church was established in Georgetown.

1736—Nathaniel Donnell of old York, Me., bought of Margaret Johnson, heiress to Robert Gutch, all her right except 500 acres from the Academy north to North St., which she conveyed to Mr.

Springer. In 1759, Mr. Donnell had a lawsuit with the Plymouth Company and beat them. This land extended from river to river.

1753—Sept. 7, Bath became a parish from Georgetown.

1754—Fort Weston built at Augusta.

1754—Fort Halifax built at the mouth of the Sabasticook river opposite Waterville.

1759—Town of Woolwich incorporated.

1760—The counties of Lincoln and Cumberland were incorporated. Before this time, York county was the only county in the District of Maine.

1761—Pownalborough court house built.

1766—In May, Job Philbrook and one Maloon were plowing, where John Shaw's garden now is. They were taken prisoners by the Indians and carried to Canada. Maloon was sold to a French captain, and near the mouth of the St. Lawrence the ship was taken and carried into Boston and Maloon got back to Bath in six weeks. Philbrook was exchanged, and got home in October following.

1781—Town of Bath incorporated.

1814—Phipsburg incorporated.

1841—Feb. 17, the town of Arrowsic incorporated.

1844—Feb. 14, West Bath incorporated.

1854—Sagadahoc county was incorporated.

PROMINENT MEN OF BATH.

1665—Rev. Robert Gutch, first Gospel preacher.

1718—Joseph Heath, surveyor of the Lawson title, which title was established by the Pejepscot proprietors. In 1759, Heath lived where Thomas Harward's house now is, on a farm comprising 200 acres of land.

1736—Nathaniel Donnell owned this territory; one store built at Long Reach on the point at Sewall's mill.

1740—John Lemont was born in Bath. In 1758, he entered the English service, and was promoted to sergeant. He was in the battles at Ticonderoga and Crown Point, in 1759, before the

capture of Quebec by Wolfe. In April, 1775, at the news of the battle of Lexington, he was chosen captain. He was at the battle of White Plains, New York, under Col. Bradford; at the battle of Ticonderoga; and in 1777, at the battle at Saratoga, when Burgoyne and his army were taken. In 1788, he was chosen colonel of first regiment, first brigade and fourth division of the Massachusetts Militia, John Hancock being at that time Governor. This same year, this regiment mustered, for the first time, where the Bath Hotel now stands, High street being the only road; John Lemont, colonel; John Reed of Topsham, lieutenant colonel; and Edward H. Page, major. At the alarm in Bath, in 1814, Col. Lemont joined an exempt company, at the age of 74 years. He died in 1827, aged 86 years.

1742—Jonathan Philbrook came to Bath. In 1756 or before, he built two schooners, the first that were built at Long Reach.

1745—John Lemont, Sr., built the first vessel in New Meadows.

1749—Joshua Philbrook, deacon. He died May 27, 1821, aged 94. He was son of Jonathan Philbrook.

1750—Previous to this date Samuel Berry built mills, a tavern and a strong garrison at Mill Cove. Here an Indian was shot by Berry. His son Joseph was taken prisoner by Indians.

1750—Isaiah Crooker, blacksmith. His shop was on High street, opposite where the Academy now stands. He made the nails for the first meeting-house, 1756.

1755—Joseph White built the gambrel roof house still standing on Lincoln street. His farm included the "Point" sold to Joshua Shaw.

1758—Rev. Solomon Page preached here, in the meeting-house situated in what is now West Bath.

1759—David Trufant, called King David. In 1780, he was appoint- the first customs collector of Bath. In 1804, he built a wind grist mill at the "Point."

1759—John Robinson's house burnt. It stood where Alfred Lemont's house now stands, at the south end.

1759—Lieut. James Springer kept a tavern where M. F. Gannett's house now is. He was shot in the Revolutionary war.

1760—David Ring, millman, built vessels and was a farmer.

1760—Or previous, Samuel Lombard settled in what is now West Bath. His wife for long time was the only doctor or doctress in town. He was shot and taken prisoner by the Indians. He carried the ball to his grave.

1761—Elisha Shaw—it was his wife that shot the bear. Mr. Shaw was at the taking of Louisburg in 1745; he died 1775.

1762—Capt. William Swanton built the first ship in Bath, called the Earl of Bute. He continued building through life. He was captain in the army at the taking of Louisburg from the French in 1745.

1763—Capt. Miles Mitchell lived at Mill cove, now West Bath. He was in the Revolution.

1764—Dummer Sewall came to Bath. He had been, previous to this date, an officer in the French war. He was the first postmaster appointed for Bath. In 1774, he took an active part in the resistance to the British government which led to the war of the Revolution. His backers chose him a committee to order off the king's ships then lying at the dock at Major Harward's. The same year, he was chosen by the second parish of Georgetown a delegate to Watertown, a few miles west of Boston, to assist in forming a provincial congress. Here they commissioned Samuel McCobb, Phipsburg, colonel of militia; Dummer Sewall, lieutenant colonel; James McCobb, Phipsburg, and Deacon James Lemont, captains. Col. Sewall was Deacon of the Congregational Church for many years. He died April 6, 1832, aged 94 years.

1766—Rev. Francis Winter preached up to 1787, when he dissolved his pastoral charge and attended to farming and milling, and was the first and only lawyer in Bath for many years. He died 1828, at the age of 82 years. He took a very prominent part in the Revolution.

1767—Or previous, Benjamin Brown, an English weaver, West Bath.

1768—Captain Benjamin Donnell's house stood where Mrs. Zina Hyde's house now stands. He raised a large family.

1769—Sir John Bernard kept what is supposed to have been the second store at Long Reach.

1774—Joseph Lambert kept a tavern on High St. where the Jewett house now is.

17——Lemuel Standish, millman, was town treasurer. He descended from Miles Standish who landed at Plymouth in 1620.

1775—April, Edward H. Page chosen lieutenant. At the same time he was appointed to take ten men and march to Cambridge, Mass. They were six days on the march, and staid there until the English were driven out of Boston, March, 1776. In 1788, he was chosen major of the first regiment. In 1810 and previous, he kept a hotel at the head of Centre street.

1775—Benjamin Lemont chosen captain of volunteers; likewise commanded vessels.

1775—James Lemont was appointed Captain of Militia, by the Provincial Congress. He was the first deacon of the Congregational Church in Bath.

1783—Joshua Shaw built and sailed vessels. He bought the "Point," which he divided into lots and sold. He was major of militia.

1784—Joshua Raynes, ship builder and inspector of customs.

1784—James Davidson, merchant, owned wharf and store where Capt. Seth Woodward's coal yard now is.

1785—Laban Loring, a hat manufacturer and merchant, where William V. Moses' ship yard is.

1786—Jonathan Davis, a prominent merchant, built the store now belonging to Mr. Houghton.

1787—William Rouse, baker, South street.

1787—Jerome Loring, blacksmith and ship builder.

1787—Stephen Sewall, baker, at Clapp's point.

1788—Charles Clapp, Sr., built ships at Clapp's Point.

1790—William Swanton, Jr., kept tavern and dance hall, Washington street.

1790 to 1800—Martin Cushing, extensive carpenter.

1793—Deacon Caleb Marsh, merchant and tailor.

1793—David Shaw, master ship builder. He was major of militia, and was town clerk forty years.

1794—Jonathan H. Crooker, blacksmith.

1795—Samuel, Joshua and John Moody built vessels, at Clapp's Point.

1795—Capt. John Clark kept store and built ships.

1798—And previous, Capt. Simeon Turner built vessels. He sold his place to John Peterson.

1798—Capt. John Peterson, extensively engaged in ship building. He dug a canal from New Meadows River to Merrymeeting Bay.

1798—David Stinson, ship master and merchant. He was postmaster in 1802.

1798—Capt. Peleg Tallman extensively engaged in commerce. In 1811, he was member of Congress.

1799—William King came to Bath. He was largely engaged in commerce. He was at one time member of the Massachusetts Legislature. In 1811, he was major general of militia; and in 1812, he was president of Bath Bank. In 1820, he was elected the first Governor of Maine.

1800—Or thereabouts, Stewart & Johnson built a steam mill at Peterson's. A few years afterwards, they built the Bath Bank on the "Point," where the Sagadahock House now stands. They were from Scotland.

1803—Jonathan S. Donnell, member of the Legislature. He was a farmer.

1805—Jonathan Hyde, merchant; in 1813, he was the first President of Lincoln Bank.

1805—Sylvester & Lee, merchants.

1806—Major Moulton built a bridge across New Meadows river. He died in 1820, aged 82 years.

1810—Isaiah Crooker, merchant. He was concerned in navigation.

1810—George Marston, merchant and stable keeper.

1810—Daniel Marston, baker and merchant.

1810—Peleg and Nathan Sprague, ship builders.

1810—Benjamin Swanton, ship master.

1810—Joseph Hall, ship master.

1813—Seth Trufant, cashier of Lincoln Bank.

1818—Capt. Abiezar Mathews, first proprietor of Commercial House.

1825—William Ledyard, merchant.

ORIGIN OF THE NAME FIDDLER'S REACH.

In early days, a ship coming through the bend in the river, with delight saw the long reach ahead. A fiddler went on to the

bowsprit to play a tune, when the sail jibed and knocked him overboard and he was drowned.

HISTORICAL INCIDENTS.

1737—January, the ground froze four feet deep.

1728—The first paper mill at Neponset Massachusetts, first in United States.

1733—Paper mill at Westbrook, Stroudwater, Maine.

1728—Patrick Drummond's house and garrison at the Indians' carrying place, Winnegance. He understood and could talk the Indian language.

1753—Bath incorporated as a parish, and called the Second Parish of Georgetown; and bounded as follows: east by Sagadahock river, west by New Meadows or Stevens river, north by Merrymeeting bay, and south by Winnegance creek.

1754—April 2, the second parish, under their act of incorporation, met at the house of Jonathan Philbrook, Jr. Humphrey Purington was chosen Moderator; Samuel Brown, Clerk; Jonathan Philbrook, Sr., John Lemont and James Springer, Parish Committee; Jonathan Philbrook, Jr., a committee to procure a minister. £26 18s 4d was raised for the support of the gospel, and a vote passed to build a meeting-house. J. Philbrook, Sr., John Lemont, Capt. Benjamin Donnell and Lieut. Joseph Berry were chosen a committee to select the spot for the house. Capt. Donnell gave the lot where the graveyard now is, in West Bath.

1756—The meeting-house was commenced. It was about forty or fifty feet square.

1758—The house was finished and ready for dedication.

1822—This house was taken down and put up at the steam mill. Rev. Solomon Page was the first to preach in it.

1759—The garrison at Mill Cove was taken down, and three houses built of it. Joseph Berry, Jr., was taken prisoner, and carried to Canada, by the Indians. Samuel Whitney taken prisoner by Indians and sold in Canada.

1759—John Robinson's house burnt. He was a farmer, and his house stood where A. Lemont's house now is.

1795—David Trufant, tanner, built a mill where Joshua Lemont now lives.

1781—Town of Bath incorporated.

1775—Oct. 18, Capt. H. Mowatt burnt Portland.

1786—The first carding machine in Massachusetts.

1787—The first cotton factory in Massachusetts.

17——John Couillard came to Bath under peculiar circumstances; he belonged to a French Man of War, which, in a battle with an English ship, got its yards entangled with those of the enemy; Couillard went aloft to clear the rigging, the ship rolled, and he found himself a prisoner on board the English ship. It was a drawn game.

1780—May 19, the dark day all through New England.

1806—Dark day likewise.

1797—General Samuel Thompson died, Topsham.

1779—Battle at Bagaduce, Castine.

1774—John Berry, David Shaw and others, made salt at mill cove, and continued through the Revolutionary War.

1786—Jonathan Davis' store built; now Houghton's.

1798—Mill built at Whiskeag by John Peterson and son Levi. This was the first mill built at Whiskeag.

1818—Adam Lemont built a fulling mill and carding machine at Whiskeag.

1812—Wm. King built the stone house now Emery's, and set out five hundred fruit trees.

1812—Simeon Higgins made salt at long cove, and continued through the war. Salt was also made on the New Meadows River, through the war of 1812.

1814—Sept. 2, the alarm that the English ships were coming up the river.

1820—Nov. 2, Capt John Whitmore drowned on his return from piloting a vessel out the river.

1820—The first newspaper published in Bath by Torrey & Simpson, called the Maine Gazette.

1821—Samuel Rogers re-built the mills at Whiskeag.

1822—Population of Bath, 3100. Thirty-six deaths in town.

1828—April, General Dwelley Turner died. Aged 37 years.

1831—Oct. 31, great gale; many vessels from Bath went ashore on Cape Cod.

1832—Brig Eastern Star went from Bath with a load of provisions for the suffering inhabitants at Cape de Verde Isles.

1837—The banks all stopped specie payment.

1837—The Town Hall built.

1804—David Trufant built a wind-mill on his point for grinding. It was afterwards torn down and put up in Woolwich by Mr. Wright.

BATH MEN IN THE REVOLUTION.

1775—A list of men in Bath that took a prominent part in the Revolution.

Francis Winter, Esq.,
Col. Dummer Sewall,
Col. John Lemont,
David Trufant, Esq.,
Capt. Jacob Low,
Capt. J. M. Mitchell,
Capt. Joseph Stockbridge,
Capt. Benjamin Lemont,
Capt. James Lemont,
Capt. John Wood,
Major E. H. Page,
Major Joshua Shaw,
Capt. Wm. Swanton,
Isaiah Crooker, Sr.,
Hatherly Foster,
Joshua Philbrook,
Patrick Grace,
Thos. Crawford,
Jesse Osgood,
David Lemont,
Samuel Lemont, first killed at Saratoga.
Capt. Nath'l Springer,
John Weeks,
Joseph White,
Nath'l Donnell,
Simeon Turner,
Luke Lambert, Sr.,
Nath'l Springer,
Joseph Lambert,
Dummer Sewall, Jr.,
George Philbrook,
Elisha Shaw,
John Sanford,
Samuel Bean,
John D. Sewall,
Wm. Brown,
John Farrin,
John Holbrook,
Philip Higgins,
David Clifford,
David Ring,
Joshua Raynes,
Jesse Holbrook,

Thos. Lemont,
Jonathan Sargent.
John Berry,
Mr. Jones.

LIST OF RATABLE POLLS IN 1759.

1759—Ratable polls 51, as follows:

Berry, Joseph Sr.
Berry, Joseph Jr.
Brown, Samuel
Brown, Wm. Sr.
Bernard, John
Bean, Samuel
Coombs, Stephen Sr.
Campbell, John
Crawford, Thos.
Crawford, John
Crooker, Isaiah Sr.
Clifford, David
Donnell, Nath'l 1st,
Drummond, Patrick
Donnell, Benjamin
Edgecomb, Pembleton
Gould, Joseph
Grace, John
Hodgkins, Philip
Hodgkins, Moses
Higgins, Simeon
Ham, John Sr.
Higgins, Philip
Lemont, John Sr., born 1704, died 1766.
Lemont, Thos. 1st,
Lemont, Benjamin
Lemont, James, born 1733, died 1829.
Lambert, Samuel
Lowell, Mr.
Morrison, Nathan
Mitchell, Jonathan
Osgood, Jonathan
Philbrook, Jonathan Sr.
Philbrook, Jonathan Jr.
Philbrook, Joshua
Purington, Humphrey
Pray, Jonathan
Ring, David
Robinson, Bryant
Springer, James
Scales, Mr.
Scales, Mr.
Tarp, John
Trufant, David Sr.
White, Joseph
Williams, Joshua
Williams, Thos.
Whitney, Samuel
Welch, Patrick
Whitan, Asa
Wilson, Philip.

1759—Of these, there were but twelve families living at Long Reach, as follows:

Tarp, John
Hodgkins, Philip
White, Joseph
Donnell, Nath'l Sr.

Springer, James
Philbrook, Jonathan Sr.
Philbrook, Jonathan Jr.
Philbrook, Joshua
Hodgkins, Moses
Trufant, David Sr.
Robinson, Bryant
Crooker, Isaiah Sr.

PARISH AND TOWN OFFICERS, &c.

1775—Five pounds were raised for the support of public schools. Before this time, private subscriptions had been made for this purpose. After the incorporation of the town, forty pounds per annum was assessed for the support of schools until 1795.

1796—$400 were raised for schools annually until 1800.

1753—From this date to 1771, Samuel Brown was annually elected Parish Clerk.

1771—Dummer Sewall was chosen Clerk annually, until 1781. The parish meetings were held at the house of Jonathan Philbrook until 1758. After that period, for several years, at Lieut. James Springer's tavern, which stood where M. F. Gannett's house now is, and occasionally at Lieut. Joseph Berry's, at Mill Cove.

1759—Joseph Berry, Samuel Brown, Joshua Philbrook, Assessors; Benjamin Thompson, Treasurer; Joseph White, Constable.

1781—March 19, the first town meeting held in the town of Bath. Samuel Harnden, Esq., of Woolwich, Moderator; John Wood, Town Clerk; Capt. Wm. Swanton, Benjamin Lemont, Joseph Berry, Selectmen. Vote for Governor, John Hancock, 29; Lieut. Governor, Thomas Cushing, 28; Senator, Thos. Rice, 28; Wm. Lithgow, 8. $10,000 raised for enlistment of soldiers; in gold it would be £100. £80 in gold or silver raised for town expenses.

1781—Wm. Lithgow, Jr., of Georgetown, elected agent to the general court at two shillings and six pence per day.

1782—Dummer Sewall elected Town Clerk.

1793—Francis Winter elected Town Clerk.

1801—Christopher Cushing elected.

1802—Francis Winter, Town Clerk.

1803—Major David Shaw elected annually for some forty years.

1783—The annual appropriation for the pay of troops, was £100, until the peace of 1783.

1785—The first appropriation for highways, £100. The only street at Long Reach then, was High Street.

1789—The old road to Brunswick by Whiskeag road, the head of New Meadows River and Washington Street laid out, but was not finished for six or seven years. The town petitioned the Legislature for a lottery to raise funds to build the Whiskeag bridge.

The U. S. mail was first brought to this place from Portland by Richard Kimball, on foot once a fortnight. For a short time prior to the Revolution, Luke Lambard transported the mail on horseback to Boston once a fortnight, until 1800.

Col. Dummer Sewall, first postmaster until 1805; kept at his house.

1784—Francis Winter was sent Representative to the Legislature each year until 1799.

1799—Major Joshua Shaw elected Representative.

1801 and 1802—Major Joshua Shaw elected Representative.

1803—Samuel Davis elected Representative.

1804 and 1805—Wm. King elected.

1806—Wm. King and Peleg Tallman elected.

1787—Dummer Sewall delegated to the Convention held at Boston, for the ratification of the United States Constitution.

1804—Francis Winter, John Winslow, Joshua Shaw, Nath'l Donnell, Isaiah Crooker, Selectmen of Bath.

1805—Joshua Shaw, Isaiah Crooker, David Clifford, Selectmen.

1806—Jonathan Hyde, Thos. Lemont, Andrew Greenwood, Selectmen.

1807—Dummer Sewall, Caleb Marsh, Thos. Lemont, David Clifford, Jonathan Hyde, Selectmen.

1809—Dummer Sewall, David Clifford, Caleb Marsh, Selectmen.

1810—Andrew Greenwood, Caleb Marsh, Nicholas L. Mitchell, Selectmen.

1811—Jonathan Hyde, Caleb Marsh, N. L. Mitchell, Selectmen.

1813—Jonathan Hyde, Thos. Lemont, Caleb Marsh, N. L. Mitchell, Selectmen.

1814—Jonathan Hyde, Thos. Lemont, David Clifford, Selectmen.

1815—Caleb Marsh, David Stinson, Thos. Lemont, Selectmen

1816—Caleb Marsh, David Stinson, Thos. Lemont, Selectmen.
1817—Caleb Marsh, David Stinson, Thos. Lemont, Selectmen.
1818—David Stinson, Caleb Marsh, Thos. Lemont, Selectmen.
1819—Samuel Davis, David Stinson, Thos. Lemont, Selectmen.
1820—Samuel Davis, Thos. Lemont, David Stinson, Selectmen.
1823—Samuel Davis, David Stinson, Selectmen.
1827—Eben Clapp, Horatio Allen, Jonathan S. Donnell, Selectmen.
1828—John Richardson, Treasurer and Collector.
1839—Jeremiah Robinson, Joshua Page, Nath'l Donnell, Selectmen.
1789—From this date to 1805, Dummer Sewall was Postmaster.
1805—David Stinson, Postmaster to 1833.
1833—From this date to 1851, Thos. Eaton, Postmaster. At this time, the postage on letters to Boston was 12½ cents, and to New York, 18¾ cents, and to New Orleans or anywhere over 500 miles, 25 cents.
1851—From this date to 1853, R. K. Haynes, Postmaster.
1853—From this date to 1861, J. C. Snow, Postmaster.
1861—From this date to 1869, C. T. Greenleaf, Postmaster.
1869—From this date to the present time, 1874, James W. Wakefield, Postmaster.
1829—Wm. Richardson, Joseph Sewall, Jacob Robinson, Selectmen; Wm. Torrey, Thos. Agry, Jonathan S. Donnell, Assessors; Thos. Agry, Treasurer and Collector. Raised $600 for schools. Voted to tax dogs $3.00 a head.

David Shaw, Town Clerk, which office he held forty years in succession.

LIST OF VOTERS IN 1800.

1800—Jan. 1. the whole population of Bath, 1225.
1800—A list of voters in the Town of Bath:

Anderson, John
Allen, Cushing, born 1775; died 1869.
Allen, Horatio
Berry, Joseph Sr.
Berry, John, born 1741; died 1803.
Berry, Joseph Jr.
Berry, James
Berry, Samuel

Berry, Benjamin
Blasland, Wm.
Bosworth, John
Bosworth, Robert
Brown, Benjamin Jr.
Brown, Benjamin Sr.
Brown, Benjamin 3d,
Brown, Elisha
Brown, Wm. Sr.
Brown, Wm. Jr.
Brown, Eliphalet
Bean, Samuel
Berry, Abner
Bosworth,
Crooker, Jonathan H.
Crooker Zachariah
Crooker, Isaiah
Crooker, Josiah
Crooker, Gamaliel
Clapp, Chas.
Crawford, Thos.
Crawford, John
Couillard, Chas.
Couillard, Moses
Coombs, Nath'l
Coombs, Joshua
Coombs, Stephen Sr.
Coombs, Daniel
Colson, David Sr.
Colson, David Jr.
Clark, John
Cushing, Christopher, died 1805.
Cushing, Martin
Couillard, Moses
Couillard, Chas.
Couillard, James
Colson, David
Clifford, David
Clifford, Benjamin Sr.
Clifford, John
Campbell, John
Cassidee,
Colson, Eben
Campbell, John
Clifford, Benjamin Jr.
Duncan, Samuel
Davis, Jonathan
Donnell, Benjamin Sr.
Donnell, Benjamin Jr.
Donnell, Nath'l Sr.
Donnell, Jeremiah
Donnell, Jonathan S.
Donnell, Nath'l Jr., born 1774, died 1840.
Duncan, Samuel E.
Donnell, Thos.
Donnell, Wm.
Davenport, Benjamin Sr.
Edgecomb, Pembleton
Edgecomb, John
Ennis, Samuel
Ennis, Noah
Foster, Steel
Fitts, Ephraim
Foot, Enoch
Foot, Wm.
Foster, Netherly
Fisk, Mr.
Greenwood, Andrew
Grace, Patrick
Grace, John
Grace, Wm.
Gould, Joseph
Hodgkins, Moses
Hall, Joseph

Hodgkins, Wm.
Ham, Benjamin
Ham, James
Ham, John Sr.
Ham, John Jr.
Hart,
Heath, Andrew
Hawley,
Ham, Theodore
Hodgkins, Philip
Higgins, Simeon
Higgins, Philip
Holbrook, Capt.
Hinkley, Mathew
Hubbard, Timothy
Hodgkins, Francis
Harding, Nehemiah
Jones, Mr.
Jones, Thomas
Keath, Mr.
King, Wm.
Kimball, Abram
Leavitt, Caleb
Loring, Laban
Loring, Jerome
Lambard, Thos.
Lambard, Luke Sr.
Lowell, John
Lincoln, Zedekiah
Lincoln, Ebed
Lincoln, Caleb
Lambert, Caleb
Lambert, Joseph
Lawrence, Joseph
Lemont, John Sr., born 1740, died 1827.
Lemont, John Jr., born 1774, died 1803.
Lemont, Samuel
Lemont, James
Lemont, David Sr., born 1759, died 1835.
Lemont, David Jr.
Lemont, Benjamin
Lemont, Warren
Lemont, Adam, born 1761, died 1844.
Lemont, Thos., born 1754, died 1842.
Lemont, John 2d, born 1767, died 1838.
Lambert, Luke Sr.
Lambert, Luke Jr.
Lemont, Robert
Lowell, Eliphalet
Lombard, Samuel
Low, Jacob
Low, Mahiah
Low, Elisha
Low, John
Lambard, James
Moulton, Abel
Marshall, John
Mitchell, Jonathan
Mitchell, James M.
McFarlin, Robert
McFarlin, David
Mooers, James
McHoney, James
Mitchell, Joel
Mitchell, Jesse
Mitchell, Jonathan, Jr.
Mooers, James
Mitchell, Josiah
Morse, Stephen
Magoun,

McFarlin,
McKenney, Enoch
Morse, Wm.
McFarlin, Walter
Moorley, John
Macomber, Abner
Moody, Samuel
Moody, Joshua
Murray, Patrick
Morrison, Richard
Maloon, Jacob
Michaels, Joshua
Osgood, Jonathan Sr.
Osgood, Jonathan Jr.
Owen, Moses
Noble, Stephen
Philbrook, Jonathan Sr.
Philbrook, Jonathan Jr.
Philbrook, Joshua born 1727 died 1821.
Philbrook, George born 1757, died 1830.
Philbrook, Daniel born 1762 died 1819.
Peterson, John
Peterson, Levi
Purington, Hezekiah
Purington,
Purington, Humphrey
Purington, John
Page, John Jr.
Pettingill, Wm.
Patch,
Page, Edwin H.
Parshley, Joseph
Parshley, Richard
Parshley, Ezekiel
Pettingill, Edward
Pray, Jonathan
Palmer,
Richardson, Benjamin
Rouse, Wm. Sr.
Ring, David Sr.
Ring, David Jr.
Ring, Eliphalet
Ring, John
Robinson, Bryant
Robinson, John Sr.
Robinson, John Jr.
Robinson, James
Robinson, Wm.
Robinson, Benjamin
Ryan, Christopher
Ryan, Jonathan
Russell, Jesse Sr.
Rogers, Wm.
Sewall, Joseph
Stevens, Wm.
Sewall, Dummer born 1738, died 1832.
Sewall, Joshua
Sewall, David
Sewall, Samuel
Sulivan, Daniel
Swanton, Wm. Sr.
Swanton, Wm. Jr.
Swanton, Benjamin
Swanton, J. B. Sr.
Swanton, Robert
Sampson, Stephen
Standish, Lemuel Sr.
Sewall, Joshua
Shephard, George
Sargent, Jonathan
Sprague, Nath'l Sr. born 1748, died 1802.

Sprague, Nath'l Jr.
Sprague, Peleg Sr.
Sprague, Levi
Shaw, Joshua
Shaw, David 91 years old.
Shaw, Elisha Jr.
Scales, Mr.
Sanford, John Sr.
Springer, Nath'l
Stewart, Mr.
Turner, Elisha
Turner, Simeon born 1751, died 1802.
Thorn, Joshua
Trufant, David Sr.
Trufant, Joshua
Trufant, Gilbert Sr.
Trufant, David Jr.
Todd, Samuel
Todd, Thos.
Todd, John
Tompson, Stephen born 1771, died 1832.
Weeks, John Sr.
Whitmore, John
Wood, John
White, Joseph
White, Benjamin
Whitney, Samuel
Welch, Patrick
Welch, Samuel
Winter, Francis born 1744, died 1826.
Winship, Stephen
Williams, Thos.
Williams, Elijah
Williams, James
Whitney, Joel
White, Wm. Sr.
Ward, James
Ward, Robert
Woodward, Wm. Sr. born 1752, died 1826.
Wilson, Philip
Wallace, Hugh

TOWN, CITY AND COUNTY OFFICERS.

1847—David Shaw, Town Clerk, which office he had filled about forty-four years to the satisfaction of the inhabitants of the Town. Mr. Shaw was first elected Town Clerk in 1803.

1847—City of Bath Incorporated.

1848—March 20, met under their incorporation and elected David C. Magoun, Esq., Mayor, Wm. Torrey, Esq., City Clerk, which office he filled until the close of 1854, seven years; Ebenezer Clapp, Esq., Treasurer and Collector, Elisha Clarke, City Marshal.

1848—George W. Duncan, Representative to the State Legislature.

1849—Freeman H. Morse elected Mayor.

1850—Freeman H. Morse, Representative to the State Legislature.
1852—Freeman H. Morse, Representative to the State Legislature.
1851—John Patten elected Mayor.
1852—John Patten elected Mayor.
1852—Dec. 1, three Commissioners appointed to re-locate streets in Bath; John Hayden, Jere Robinson, Chas. J. Noyes, Committee. City Records, Page 499.
1853—Bernard C. Bailey elected Mayor.
1854—Bernard C. Bailey elected Mayor.
1855—Freeman H. Morse elected Mayor.
1855—Ammi R. Mitchell, City Clerk, which office he held four years, to the close of 1858.
1856—William Rice elected Mayor.
1857—William Rice elected Mayor.
1858—William Rice elected Mayor.
1859—Israel Putnam elected Mayor.
1859—Elijah Upton, City Clerk, which office he held eight years, to the close of 1866.
1860—Israel Putnam, Mayor.
1861—Israel Putnam, Mayor.
1861—Freeman H. Morse appointed U. S. Consul General to Great Britain ten years.
1860—John Hayden, Representative to the Legislature.
1862—John Hayden, Representative to the Legislature.
1863—John Hayden, Representative to the Legislature.
1862—Israel Putnam elected Mayor.
1863—Israel Putnam elected Mayor.
1864—Israel Putnam elected Mayor.
1865—Israel Putnam elected Mayor.
1866—John Hayden elected Mayor.
1867—Israel Putnam elected Mayor again.
1867—Wm. B. Stearns City Clerk seven years.
1874—February he died. Wm. B. Taylor filled his place.
1868—James T. Patten elected Mayor.
1869 and 1870—James T. Patten, Representative to the Legislature.
1870—M. F. Gannett, Representative to the Legislature.
1870—Samuel D. Bailey elected Mayor.
1871—M. F. Gannett, Representative to the Legislature.

1871—James D. Robinson elected Mayor.
1872—James D. Robinson elected Mayor.
1873—William Rice again elected Mayor.
1873—Wm. B. Stearns, City Clerk.
1873—Edward C. Hyde, Treasurer and Collector, which office he filled for four years until 1874.
1873—Joseph R. Mitchell, Commissioner of Streets, which office he filled for —— years.
1873—Charles J. Perkins, City Marshal, which office he filled for four years.
1873 and 1874—Nathaniel Longley, City Messenger and Constable, which office he filled since 1848, sixteen years, and some years under the Town Corporation.
1873 and 1874—Henry Tallman, Judge of Municipal Court for five years back; seven years County Attorney, and four years Attorney General.
1874—William Rice again elected Mayor.
1872—The graveyard purchased of Charles Sewall.
1863 to 1874—Henry M. Bovey, Register of Deeds, Sagadahoc County.
1865—H. M. Bovey, County Treasurer to 1874, still continues.
1863—Until 1874, Joseph M. Hayes, Clerk of Courts, Sagadahoc County.
1874—Andrew C. Hewey, Clerk of Courts.

NAMES ON SOLDIERS' MONUMENT.

1867—The Soldiers' Monument, High Street, head of Center, was erected. In height the monument is something over 30 feet. It is of granite, tasteful in design and symmetrical in form with a marble tablet let into each face of the die, inscribed as follows:

WEST FACE.

"Honor the Brave. Erected by the city of Bath, A. D. 1867, and dedicated to the memory of her sons who died that the Nation might live. 'The world will little note what we say, but it can never forget what they did.'—*Lincoln at Gettysburg.*"

EAST FACE.

Capt. George W. Harvey,
Capt. Asbury C. Richards.

Eben S. Allen,
Webster Brown,
Wm. Boynton, Jr.,
Fred R. Blasland,
James S. Blacklock,
Benjamin Blackman,
Frederick Beth,
George H. B. Barton,
Almon S. Brookings,
Henry J. Brown,
Augustus W. S. Cotton,
James Conner,
James H. Couillard,
Gideon R. Chase,
Edwin I. Crooker,
Thomas O. Crawford,
Henry H. Crocker,
Asa Coombs,
Eben Colson, Jr.,
William Church,
Silas Campbell,
John A. Durgin,
Samuel Donnell,
Daniel J. Dunham,
Florence Driscoll,
George F. Eaton,
Thomas B. Ede,
John M. Edgerly,
Orin G. Farnham,
Samuel O. Felker,
Wilson R. Gatchell,
Benjamin F. Gay,
Robert M. Hanson,
Josiah M. Higgins,
Thomas F. Fish.

SOUTH FACE.

Capt. Alfred S. Merrill.

Fred E. Heath,
Sylvanus Heath,
Darius Hathorn,
Fred B. Harrington,
Fred T. Hamilton,
Charles S. Imley,
James Jameson,
Charles P. Knight,
Albion Kennison,
George R. Knowlton,
Duncan King,
Thomas J. Kersey,
James J. Look,
Charles M. Low,
Wm. P. Marston,
Wm. T. Mitchell,
Peter McDevitt,
George O. McLellan,
Angus McDonald,
Benj. F. Mitchell,
Charles E. McAvoy,
Joseph H. McIntire,
Charles H. Moores,
Thomas H. Nockton,
Jeremiah S. Norton,
William R. Newton,
John E. Nutter,
James P. Newall,

Alfred P. Larrabee,
Alvin G. Lovejoy,
John L. Little,
John Lakin,
George Pepper,
Joseph Pepper,
John Pockett,
Gustavus D. Pratt.

NORTH FACE.

Capt. Reuben Sawyer,
Lieut. Luther Small.

John H. Pence,
Wm. H. Perkins,
Henry L. Prince,
Stephen F. Pettingill,
Charles O. Preble,
Charles P. Pembroke,
Edwin A. Russell,
Joseph A. Roach,
Lawrence J. Rourke,
James E. Reed,
David Ring,
William S. Robbins,
Abner L. Sprague,
George Sampson,
Charles S. Sprague,
Caleb H. Shepard,
John T. Swazey.
John S. Stacy,
John Stevens,
Andrew H. Stewart,
Martin E. Sanborn,
Robert F. Sanborn,
Charles M. Small,
Charles E. Shea,
Lemuel B. Spinney,
James F. Tibbetts,
Philander H. Toby,
Charles E. Trull,
George F. Trull,
Frank J. Tracy,
John S. Thornton,
John Walker,
Oliver Webber,
David I. Young.

OFFICERS IN THE CIVIL WAR.

A list of some of the officers that went and fought our battles against the Rebellion.

Capt. Geo. W. Harvey, 3d Me.,
Capt. A. W. Turner, 3d Me.,
Capt. J. S. Wiggin, 3d Me.,
Capt. Reuben Sawyer, 3d Me.,
Capt. W. H. Watson, 3d Me.,
Lieut. Col. Chas. A. Sampson, 3d Me.,
Lieut. Geo. H. Hutchinson, 3d Me.,
Capt. Geo. S. Morse, 7th Me.,
Maj. Zina H. Robinson, 9th Me.,
Capt. Alfred Robinson, 9th Me.,
Capt. Jas. L. Hunt, 21st and 32d Me.,
Lieut. Luther Small, 21st Me.,
Lieut. R. C. Harris, 21st Me.,
Capt. Geo. W. Bicknell, 5th Me.,

Quarter Master E. C. Donnell, 3d Me.,
Lieut. Wm. D. Haley, 3d Me.,
Capt. Alfred S. Merrill, 3d Me.,
Capt. Chas. S. Larrabee, 19th Me.,
Quarter Master Jas. W. Wakefield 19th Me.,
Gen. Thos. W. Hyde, Capt. 7th Me., promoted to General.
Gen. F. D. Sewall, Col. 19th Me.,
Lieut. Sam'l M. Donnell, U. S. C. T.,
Capt. Geo. W. Prince, 1st Me., Cavalry,
Lieut. F. R. Smith, U. S. N.
Assistant Eng. David R. Wylie, U. S. N.

GEORGETOWN.

1603—Monsieur DeMotte was appointed by Henry IV., of France, Governor of Canada. This year, Governor DeMotte coasted west as far as the Kennebec River, but there is no account of landing. The Indian name of the territory from the St. John to the Kennebec was Etechemins.

1604—DeMotte returned from France to the Kennebec, Pemaquid, Saco and Wells, taking possession of those places under the authority of the King of France; and the King made a grant to DeMotte of all the country from the 40th to the 46th degree of north latitude. This territory had the general name of New France. Finally the English claimed and settled the west of Kennebec, and the French gave up the claim and settlement on the west, which was called New England, and afterwards called the District of Maine, and the east side was called Acadie. Thus we see the town of Georgetown lays in two ancient Provinces and under the authority of two European Monarchs, and divided by the river Sagadahock until 1745, when the army from New England, under General Pepperell, captured Louisburg on the Island of Cape Britton, which settled the boundaries of the State of Maine east to the St. Croix river. Georgetown then comprised Bath, West Bath, Phipsburg, Arrowsic, Woolwich, Westport and Parker's Island, which is now Georgetown.

1716—Georgetown Incorporated.

1814—Phipsburg Incorporated.

1622—Sir Ferdinando Gorges and John Mason received a charter from the Council at Plymouth, England, which laid the foundation of all grants of land in New England; this Council was composed of forty of the first men in Great Britain; and Raleigh Gilbert was the only man of the company that had been on this side of the Atlantic. This charter comprised all the lands situated between the rivers Merrimac and Sagadahock, extending back to the lake and river St. Lawrence.

1629—Nov. 7th, Mason took out a separate patent of that portion lying south and west of the Piscataqua river, to which he gave the name of New Hampshire, being at that time Governor of Portsmouth in Hampshire, England, [2d vol. N. H. Hist. page 273.] The remaining portion became the exclusive property of Gorges.

1635—Gorges gave the territory between the Piscataqua and Kennebec the name of New Somersetshire, for his native county.

1636—He sent over Capt. Wm. Gorges as Governor. This was the first general jurisdiction established in this State.

1636—March, a court was held by the Governor and Commissioners at Saco.

1635—A petition to the King for the establishment of a general government in New England; and Sir Ferdinando, about sixty years of age was nominated general Governor; he was appointed, but the troubles at home prevented it from going into effect.

1635—At the time of the new charter to Gorges, the territory is first styled the Province of Maine.

1635—The current price for a good ox in New England was £25 each for the best.

1636—John Mason died, which was another reason that prevented the general government from going into effect.

1652—Edward Godfrey of York, was Governor of Maine.

On the restoration of Charles II., Ferdinando Gorges, a grandson of the old Lord, sent over his agent with letters from the King to the Governor of Massachusetts Bay, requiring either a restitution of his lawful inheritance, or that they should show reason for the occupation of the Province of Maine.

1665—They charged the Massachusetts authorities with not being loyal to the crown.

1668—July, four commissioners from Massachusetts escorted by a military force, entered the Province and proceeded to hold a court at York. At length both parties appeared before the King, and his Majesty upon a fair hearing of their respective claims, decided that the Province of Maine was the rightful property of the heirs of Sir Ferdinando Gorges, both soil and government.

As soon as this decision was known an agent of Massachusetts made overtures to Mr. Gorges for the purchase of his title, which he finally sold to that colony in March, 1677, for the sum of £1250 sterling; or about six thousand dollars.

This transaction gave great offence to the people in the Province, who sent a remonstrance to England, but it was too late.

1658—Clark and Lake that owned Arrowsic Island, laid out a town on the south part of the Isle in lots and intersected with streets of ample width and made other improvements necessary for their permanent location here. This is where the old church used to stand.

1660—One Hammond, an ancient trader, erected a fort near Potter's mills, to guard against a surprise from the natives, with whom he traded. Hammond was so imprudent as to rob the natives of their furs. This offence was retaliated by an attack on his fort on the Sabbath, whilst the people were at their devotions, when Hammond was killed and his house plundered. Also the garrison at Butler's cove was attacked and overpowered; Capt. Lake was shot in attempting to escape; and Samuel Smith and Joshua Grant were among the killed, and Francis Card taken prisoner. Capt Sylvanus Davis was wounded but not taken prisoner.

1670—Capt. Davis was a member of his Majesty's Council.

1676—Capt. Davis was a Representative from Arrowsic.

1661—Ambrose Hunnewell, from whom the point at the fort takes its name, resided at the lower end of Sagadahock.

1629—John Parker from Boston, came annually to the Sagadahock to carry on the fishery.

1630—He made a permanent residence at Reskegan, the Indian name for Arrowsic Island. At this time Parker lived near Squirrel point, at the lower end of the Island, in a house he afterwards sold to Clark and Lake, with 100 acres of land. Parker's Island, the present town of Georgetown, still retains his name. This John Parker was the ancestor of the learned Chief Justice Parker of Massachusetts.

1649—Parker purchased the Islands of Robinhood.

1670—There were on Arrowsic and Parker's Island thirty families, and on the west side of the river below the Chops, twenty families.

1639—Edward Butterman and John Brown settled at Nequasset now Woolwich; he purchased the same of Robinhood for one hogshead of corn and thirty sound pumpkins.

1657—John Cole resided at Nequasset.

1667—James Smith resided there.

Robinhood resided near Nequasset Falls at a place now called Gunner's Nose, and his summer resort was near Esq. Riggs' at Robinhood's cove which still retains his name. There are on the hill near Esq. Riggs' at an elevation of sixty feet, two holes excavated into the ledge, both of a perfect circular shape, apparently the work of art. One about six feet in diameter, and eight feet deep; the other two feet distant and one-half the size and depth, for what purpose it is not known.

1635—The plantation in New England appointed Edward Winslow as an agent to represent to his Majesty that his territories were encroached upon by the French and Dutch, and to pray that his Majesty would either procure peace with those nations or give authority to the English colonies to act in their own defense.

His petition was very favorably received by the Lords Commissioners of trade; but finally, Archbishop Laud was at the board, and having heard that Winslow was a Puritan, interrogated him on the subject, by means of which, on the zealous importunity of Laud, he was committed to the Fleet prison where he lay four months.

1642—Mr. Winslow at Fort Augusta, Small Point harbor, was walking outside of the fort, when an Indian prepared his piece to

shoot him, but Mr. Winslow though not seeing him, suddenly turned and went inside, and so God preserved his life.

Such was the opposition to the authority of Massachusetts on the part of the inhabitants, that it became necessary to send an armed force into the Province to awe the people into submission and prevent disturbance. A separate government was organized for the Province, at the head of which Thomas Danforth, Esq., of Cambridge, was President of Maine.

1692—May 14, Sir Wm. Phipps, a native of Maine, arrived at Boston with a new charter, which united in one Province the colonies of Plymouth and Massachusetts Bay, the Province of Maine and the territory east of it to the St. Croix and Nova Scotia, at the same time bearing a commission as Governor of the Province of Massachusetts Bay. Governor Phipps' father was a gunsmith at old Fort Pemaquid, and moved to Phipps' point in the town of Woolwich, where the Governor was born; and Phipsburg was named for him; his mother had twenty-one sons and five daughters.

1642—Or thereabout, was a settlement at Small Point called Augusta, and quite a thick settlement with a strong stone fort; the remains are still to be seen on the hill near Mr. Lowell's hotel. This town was abandoned in consequence of the hostility of the Indians. One historian puts this settlement down to 1614, by Edward Winslow. Likely it was then a fishing stage.

1654—This territory up as far as the Chops was called New Plymouth, and governed by old Plymouth, Cape Cod.

And here are the names of some of the settlers; Wm. Bradford, Thos. Prince, Thos. Ashley, Thos. Purchas, John Stone, John Richards, James Smith, Wm. James, Thos. Parker, John White, John Brown, Wm. Davis, Thos. Webber, Thos. Atkins, James Cole, John Parker, Edmund Hughes, Alexander Thwoit. Ordered, that if any person drinks himself drunk once, default five shillings; for the second time ten shilings, and the third time be set in the stocks.

1677—King Phillip's war, who exerted himself to exterminate the whites from the State.

1710—Butler's cove derives its name from Wm. Butler, Sr., from Scotland, who purchased three hundred and fifty acres of land

at the lower end of Arrowsic Island. He built a house and kept it as a tavern; James Sullivan the lawyer had his office at his house and boarded with him; his practice was from Pemaquid to Portland, and he was afterwards Governor of Massachusetts and wrote the history of Maine.

1723—The Indians burnt all the dwellings on Arrowsic Island and killed three hundred cattle, and the inhabitants retired to the garrisons.

1728—Samuel Denny was Chief Justice of Courts at this time. Mr. Denny's residence was Georgetown, he came from England.

The first church established in the County of Lincoln was at Georgetown, the members were Presbyterians, although some among them were Congregational.

1734—Rev. Wm. McLanathan ordained, hence there were dissenters. The house of worship was at Fiddler's Reach, near Gen. Lithgow's mansion.

1738—James Morton was employed to preach at Georgetown, near Major Denny's. At this time, the two parties were nearly equally divided, and neither able to support a minister.

1740—Mr. McLanathan officiated for both societies, on a salary of £200.

1740—Rev. Robert Rutherford was employed.

1747—Rev. David Mitchell was employed.

1748—Rev. Alexander Boyd from Glasgow, preached until 1752.

1752—From this time until 1765, the people were without a minister.

1775—Col. Samuel McCobb of Georgetown, commanded the regiment that was detached from this brigade, with orders to join the American army, then under General Washington at Cambridge. Dummer Sewall of Bath, Lieut. Col., and Maj. White of Topsham. From Cambridge, 1776, the regiment was ordered to Rhode Island.

1779—We again find Col. McCobb at the head of his regiment, for the attack on Castine. Of Col. McCobb's detachment, there were killed, Capt. John Hinkley of Georgetown, and Miller Hinkley of Bath. They were under the command of General Lovell.

1780—Gen. William Lithgow, one of Gen. Washington's aides in the

war of the Revolution. His residence was below Fiddler's Reach, where the first church was built in Georgetown.

1781—Wm. Lithgow, Jr., of Georgetown, chosen agent to the General Court, at two shillings and six pence per day.

1780—Two British priavte armed vessels came up the Kennebec as far as James Eddies, for the purpose of destroying some American shipping in the river. They moored in the eddy at night, and the alarm was immediately given. The command under Capt. Nath'l Springer, from Bath, was posted on Bluff Head, with two field pieces, and severely annoyed the enemy during the night. Several on board the ships were killed. The Georgetown troops were posted near Butler's Point, and at daylight the next morning they slipped their cables there, and went to sea. They were pursued down the river by the Americans in boats, when Capt. Springer was killed. Thus perished a worthy and patriotic citizen.

1780—The Kennebec River was frozen over down as far as Phipsburg Center.

1753—Up to this time, Georgetown included Bath, Woolwich, Phipsburg, Arrowsic and West Bath.

1753—Sept. 7, Bath was incorporated as the second parish of Georgetown, and in 1781 Bath was incorporated as a town and took its present name.

1759—Woolwich came off from Georgetown.

1814—Phipsburg came off and incorporated.

1841—Feb. 17, Arrowsic came off, thus leaving Parker's Island to bear up the old name Georgetown.

1757—Sept. 7, the Plymouth company granted to James McCobb three-eights of all lands lying between Winnegance Creek and the Ocean, and between Kennebec River and Casco Bay, in consideration of his services in settling the tract and payment of £100 and reserving various small tracts to sundry settlers; two-eights were afterwards granted to Benjamin Faneuil, with reservations in favor of settlers.

This was previous to the settlement with the Pejepscot proprietors, who claimed the same tract. This comprised the present town of Phipsburg, which was named for Governor

Phipps, who was a native of Maine, and Governor of Massachusetts Bay in 1692.

1765—July, Ezekiel Emerson from Uxbridge, Mass., was ordained as pastor of the church in Georgetown, the male members being eight in number; very soon after this, the church consisted of more than one hundred communicants. In the pressure of war, 1779, Mr. Emerson moved to Norridgewock. In 1783 he returned and preached until 1810. He died Nov. 9, 1815, aged 79 years.

1760—Rev. Josiah Winship was ordained pastor of the church in Woolwich. He officiated until 1816, when Rev. Jonathan Adams was ordained.

1826—Mr. Winship died.

1784—Denny McCobb of Georgetown, descendant of Col. James McCobb, was an ensign in a Georgetown company under Col. Lemont, and he, McCobb, was the only officer who was not in the Revolution, he being too young at the time. He was promoted to different positions until 1812. He raised a regiment of volunteers to invade Canada, and was in several battles on the lines, and proved a brave officer. After peace in 1815, he was chosen Maj. General of this division, and appointed collector of the port of Waldoboro.

1800—And previous, Mark L. Hill was a prominent man and ship owner in Phipsburg.

1820—And for several years, he was Representative to Congress from this district.

1824—He was Collector of the port of Bath.

1820—Parker McCobb was a prominent man and ship owner in Phipsburg.

1825—Col. Alexander Drummond commanded this regiment; he removed to Bangor.

1812—And during the war, Col. Reed commanded the regiment through the war. James Bowker, Major.

1828—Col. Wm. M. Reed commanded the regiment. He removed to Bath, and was concerned in shipbuilding and commercial business until his death in 18—.

Thos. M. Reed of Phipsburg, largely concerned in navigation and shipbuilding with Clark & Sewall of Bath.

1815—From this date to 1870, Richard Morse & Sons largely concerned in milling and shipbuilding.

1850 to 1874—Capt. James Drummond of Phipsburg, concerned in navigation and shipmaster.

1840—Capt. Person Morrison concerned in commerce, and shipmaster for many years.

1870—Charles V. Minott shipbuilder and ship owner at Phipsburg Center.

DATE OF BUILDING MEETING-HOUSES.

1756—House at West Bath built: It was taken down in 1822, and put up at Steam Mill point and used as a store house.

1802—Old North built. The first stove ever used in a church in Bath was put in this house in 1815. In 1803, Peleg Tallman, Esq., presented the bell. This bell still rings [1874] on the City Hall.

1804—Old South built. Bell presented by William King, Esq. In 1854, this church was burnt by a mob.

1816—Calvinist Baptist brick church built.

1820—Lower Methodist church built; enlarged in 1841.

1839—Universalist church on Front street built.

1843—New Church temple built.

1843—Winter Street Congregational church built; enlarged in 1848.

1847—Central Congregational church on Washington street built.

1851—Unitarian church on Summer street built.

1852—Episcopal church on Oak street built.

1852—Free Baptist church on North street built. For several years previous this society had worshiped in City Hall. This church was blown down in the evening of Sept. 8th, 1869, and rebuilt in 1870.

18——Universalist church on Washington street built.

1852—Elm Street Baptist church built.

1853—Methodist church at the north end built.

1854—Weeks Street Free Baptist church built.

18——Chapel at Winnegance built.

1856—Catholic church on High street built.

1870—Lower Methodist church built on the same lot as the old house, which was sold to Preble & Dunton, and used as a grocery store.

MINISTERS OF THE GOSPEL IN BATH.

1665—Rev. Robert Gutch, Congregational.
1734—A church was established in Georgetown.
1736—James Morton, Presbyterian, Georgetown, at Fiddler's Reach, now Morse's farm. A church was built at this place.
1758—Wm. McLanathan, Episcopal, at the Reach.
1772—Rev. Mr. Wheeler, Episcopal, Georgetown.
1758—Solomon Page, Presbyterian, West Bath. He was the first regular minister in the old meetinghouse.
1766—Francis Winter, Presbyterian, West Bath. Mr. Winter was dismissed as pastor in 1787.
1789—Mr. Fredinberg preached for the parish at West Bath.
1795—Hugh Wallace, Congregational.
1797—Jesse Lee, Methodist, West Bath.
1797—Philip Wiggin, Methodist, West Bath.
1798—John Broadhead, Methodist, West Bath.
1800—Timothy Merritt, Methodist, West Bath. Mr. Merritt preached until 1805.
1805—Wm. Jenks preached at the South Church, Congregational, for twelve years. In 1817 he removed to Boston.
1823—Mr. White preached at the South Church about this date.
1806—Asa Lyman, North Church, Congregational. Mr. Lyman was dismissed in 1808.
1810—Silas Stearns, Calvinist Baptist, preached in a hall in the building where Edward Gove's carriage factory now is. Mr. Stearns died in 1840, aged 54 years.
1812—J. W. Ellingwood, North Church. In 1842 Mr. Ellingwood resigned.
1817—John Wilkinson, Methodist, preached in a hall at the south end.
1825—Seneca White, South Church.
1840—Samuel F. Dike, New Church.

1842—John O. Fiske, North Church, afterwards in Winter Street Church, which the North Congregational society had built, and to which they removed. Mr. Fiske has been pastor of this society for thirty-two years.

1851—Rev. Mr. Metcalf, Unitarian.

New Jerusalem Society.

1829—The New Jerusalem society organized by Rev. Thomas Worcester of Boston, in the old Academy, North Street.

183——Samuel Worcester preached.

184——Adonis Howard preached.

1841—Samuel F. Dike ordained. He came here in 1840, and has preached thirty-three years.

1843—The Temple built, corner of Middle and Winter streets.

1870—The Temple remodelled inside.

Methodist Ministers — South End.

1816—Rev. Mr. Scribner from Vermont, Methodist visit.

1817—Rev. Mr. Ambler.

1818—Rev. Mr. Chamberlain a few weeks.

1821—Rev. Sullivan Bray.

1822—Rev. Bartholemew Othoman.

1824—Rev. Wilder Mark, two years.

1826—Rev. Mr. Bray again.

1827—Wm. H. Norris, two years.

1828—John B. Husted, two years.

1829—Ninety-one members in the Methodist church.

1830—Greengrove Moore.

1831—Justin Spaulding.

1832—John Atwell.

1833—Stephen Waterhouse.

1834—Isaac Downing.

1835—Isaac Thwing.

1836—John Atkins.

1837—Wm. H. Pillsbury.

1837—One hundred and thirty-three members in the Methodist church.

1838—Caleb Fuller, two years.

1840—George Webber, two years.

1842—Eaton Shaw.

1842—Religious revival.
1843—Charles W. Morse, two years.
1845—John Hobart.
1846—Stephen Allen, D. D.
1847—Paul C. Richmond.
1848—Gershom F. Cox.
1849—Wm. F. Farrington.
1850—Wm. F. Farrington.
1851—Charles F. Allen, D. D.
1852—Charles F. Allen, D. D.
1853—Parker Jaques.
1854—Parker Jaques.
1855—Asahel Moore.
1856—Ezekiel Robinson.
1857—Ezekiel Robinson.
1858—James McMillen.
1859—James McMillen.
1860—Silas H. Hyde.
1861—Joseph L. Morse and Rufus H. Stinchfield.
1862—S. F. Wetherbee.
1863—S. F. Wetherbee and Luther T. Townsend, D. D.
1864—Cyrus A. King, three years.
1867—Joseph Hawkes, two years.
1869—Wm. S. Jones, three years.
1872—J. Roscoe Day, three years.

METHODIST MINISTERS — NORTH END.

1853—Beacon Street Church built, Methodist, North End.
1853—Henry M. Blake, pastor two years.
1855—H. B. Abbott, two years.
1858—A. J. Church.
1859—Herman Nickerson.
1860—S. F. Wetherbee, two years.
1862—Henry M. Blake, two years.
1864—Caleb Fuller, two years.
1866—J. E. C. Sawyer, three years.
1869—Charles Munger, two years.
1871—Roscoe Sanders, two years.
1873—Kinsman Atkinson.

Episcopal Rectors.

1852 to 1874—Frederick Gardner, Daniel Weston, J. M. Willey, Edward Jessup, J. F. Mines, Geo. W. Durrell, Wm. P. Tucker, Charles T. Ogden, Edward Hubbell, John Gregson.

The Third Congregational Society — Central Church.

———Ray Palmer pastor.

1851—Oct. 1, Eliphalet Whittlesey pastor.

1863—Mr. Whittlesey took his discharge.

1863—June 25, Augustus F. Beard preached.

1869—Rev. Wm. Hart, who is still pastor.

Free Will Baptist.

1848—Samuel Hathorn preached for the Free Will Baptist. Worshiped in the City Hall.

18 ——A. Libbey preached.

18——-Peltiah Hobson.

18——Hiram Skillings

18——John Stevens.

1852—Nahum Brooks preached in the new house, North street.

18——A. H. Morrill preached in the new house.

1867—E. W. Porter preached seven years; still pastor [1874].

Roman Catholic.

1854—Previous to this date, the Catholics worshiped in the old South Meeting House occasionally, and different years, as follows: Father O'Donald, Father O'Riley, Father Putnam.

1856—Catholic church built, High street. Father McLaughlin superintended the building.

1857—Father McLaughlin preached.

1858—Father O'Callahan preached.

18——Father Murphy preached.

18——Father Bartley preached.

1872 and 1873—Father Lewis Mutsaers; he likewise preached at Brunswick and Richmond.

Universalist Church.

1822—Hosea Ballou, preached in the old North school house occasionally, Rev. Mr. Drew occasionally; Sylvanus Cobb preached here.

1839—The Universalist Church built, Front street, where Church Block now is.

The bell from the old North church bought by the society.

1839—John T. Gilman the first pastor five years.

18——Universalist Church built, Washington street. Mr. Bartlett preached one year, E. G. Brooks four years, Mr. Case two years, Mr. Crehore two years, Mr. Gardner one year.

186——Mr. Rugg four years, Mr. Fletcher two years, Mr. Gunnison two years, Mr. McLean nine months, M. H. Houghton 1873 and 1874.

Baptist Ministers after Elder Stearns.

1747—M. G. Nott pastor until 1840.
1847—E. H. Gray until 1850.
1850—H. Hawse until 1851.
1851—E. Dibell until 1852.
1853—D. N. Sheldon until 1856.
1857—S. W. Taylor until 1860.
1860—G. P. Mathews until 1866.
1866—L. D. Hill until 1870.
1871—E. M. Bartlett until 1872.
1873—S. A. Kingsbury the present pastor.

Winnegance Chapel.

Rev. Mr. Austin, Rev. Mr. Page, Rev. Mr. Whitcher, Rev. Mr. Sherwood, pastors.

1862—Centarl Church steeple blew over in a gale of wind from the northwest in the night.

1852—Elm Street Calvinist Baptist built on the same location of the old one.

DATES OF FERRIES, BRIDGES, ROADS, &c.

The First Settlers in Bath.

At that time, the only thoroughfare was the Sagadahock, New Meadows and Back Rivers. And Long Reach was completely walled in on the west by rocky bluffs, creeks and ponds, with no bridges, and but few people to build them.

The first street was High street, and what settlers there were, were all on that, and no way to get to Brunswick, Mill Cove or the New Meadows River, where the bulk of the inhabitants resided.

1759—The number of dwelling houses at Long Reach was twelve, that is, on the Kennebec side, located as follows:—
First, John Tarp at the stone house of B. F. Emery's.
Second, Philip Hodgkins, now Jewett's.
Third, James Springer's tavern, now M. F. Gannett's.
Fourth, Joshua Philbrook, now Mrs. Higgins'.
Fifth, Joseph White, gamble roof, now standing, 1874.
Sixth, Jonathan Philbrook, Wm. Rouse's, now standing, 1874.
Seventh, Moses Hodgkins near South Meeting House.
Eighth, Capt. Nathaniel Donnell, now Mrs. Z. Hyde's.
Ninth, David Trufant below the creek.
Tenth, Bryant Robinson, near Alfred Lemont's.
Eleventh, Jonathan Philbrook, Jr., near G. F. Patten's.
Twelfth, Isaiah Crooker, where the Webb house is.

1759—At this time, there was but sixty ratable polls, both sides of the town.

1718—Previous to this date they found a ravine over the hill nearly down to Winnegance creek, where they cut a road through to Berry's mill. This road is still passable. It extended to Brown's ferry and the head of New Meadows river and to the town of Brunswick, and through Ireland to the ferry at Chops creek, to go east to Wiscasset &c.

Ferries.

1. Brown's ferry across New Meadow's river. 2. Chops ferry across the Kennebec. This was called Maynes' ferry. 3. Day's ferry near Thorn's Head, Kennebec; then called Arnold's ferry. 4. Lee's ferry, Jones' eddy, across the Kennebec. 5. Tebbets' ferry, near Hockomock, Back river. The boats were all propelled by hand.

18——Horse ferry across the Kennebec established at Day's ferry.

1837—July 1, Sagadahoc ferry across the Kennebec at Tallman's landing, by Peleg and Henry Tallman; B. C. Bailey, Esq., superintendent. This was a steam ferry.

1870—Knox & Lincoln R. R. ferry, steam, across the Kennebec.

BRIDGES.

1750— 1. The first bridge to get from the Reach, at Standish's mill.
1718— 2. Bridge across Long Cove, West Bath.
17—— 3. Bridge across Winnegance to Phipsburg.
1796— 4. Bridge across Whiskeag stream.
1796— 5. Bridge across the head of New Meadows river.
1765— 6. Bridge across Mill Cove, West Bath.
1800— 7. South street bridge, framed and planked.
1849— 8. Winter street bridge.
1802— 9. Bridge across Trufant's creek, Washington street.
1800—10. Bridge from Center to Vine street.
1800—11. Bridge across Center street on to the Point.
1765—12. Bridge across Mill Cove, West Bath.
1802—13. Bridge on Front street from the Point north to high land. This bridge was built by William King; his taxes paid the bills.
1803—14. Bridge at Peterson's dock.
1790—15. Second bridge at Mill Cove.
———16. Bridge at Moses' shipyard, Front street.
1806—17. Bridge across Water street, near J. Hyde's store.
———18. Bridge across the Creek at Ireland.
1805—19. Slanting bridge, Turnpike.
1805—20. Turnpike bridge across New Meadows river.
1806—21. Second Turnpike bridge across New Meadows river.
1806—22. Bridge in the woods, Turnpike.
1785—23. Bridge across School street.
1835—24. Bridge at Sewall's mills.
1835—25. Bridge across New Meadows river, one-half built by Brunswick, at Capt. Silsby's farm.
1806—26. Bridge across the dock on Water street, at Railroad depot.
———27. Bull bridge across New Meadows river.
———28. Bridge across Elm street.
1829—29. King's bridge from City Hall to Elm street, by Wm. King.
———30. Pine street bridge.
1852—31. Oak street bridge.
1836—32. Bay Bridge, costing $20,000.

1843—33. Bridge across Marshall's Creek, Washington street.
1849—34. Railroad Bridge across New Meadows river.
1849—35. Railroad Bridge across Sewall's Creek.
1849—36. High street bridge, across the Railroad.

Here were thirty six bridges to be built, before Bath could be got into working order, besides a great many more small ones, culverts, &c. And the most of these bridges have been built the second time.

Arrowsic and Westport Bridges partly built by Bath men.

BATH ROADS.—WHEN BUILT.

1718— 1. Road from Brunswick, east by the head of New Meadows river, thence by the ridge through Ireland to the Chops, Maynes' ferry, across the Kennebec river to Wiscasset, and up the river to the Court House, Dresden.

1718— 2. Road commencing at the Ireland road and running south by New Meadows river to Foster's Point, and turning to the left at Brown's ferry running southeast to Mill Cove, thence to Drummore on the Sagadahoc river.

1718— 3. High street, Long Reach, running south to a ravine below Lemont street and over the hill a southwest course to Mill Cove road to Brown's ferry fifteen miles to Brunswick.

1750— 4. Western Avenue road to Berry's mills and Brunswick.

1718— 5. Rocky hill road, from the old M. house, a northwest course to the New Meadows river; it came out at Nathaniel Donnell's.

1757— 6. Road from Col. John Lemont's, west to Brown's ferry, New Meadows river.

1800— 7. Road from High street to Phipsburg by Winnegance bridge.

1780— 8. South street, formerly Davis' Lane, and the land given by Jonathan Davis.

1795—South street.

1795— 9. North street, the land given by Christopher Cushing.

———10. Center street, land given by Maj. E. H. Page and Joshua Shaw.

1806—11. Water street finished to Vine street.

1795—12. Washington street, commencing at Marshall's and running north to Whiskeag mill, thence round the head of New

Meadows river to Brunswick. Laid out by the County Commissioners, Cumberland and Lincoln.

1796—13. Road to Ireland, in connection with above.
14. Vine street.
15. School street.
16. Front street.
17. Marshal street.
18. Pine street.
19. Summer street.

1805—20. Turnpike to Brunswick.

1806—21. Second Turnpike to Brunswick across the New Meadows river at Brown's ferry.

1805—22. Middle street from Center to South street.
23. Middle street from Center to Crescent street.

1836—24. Road to Brunswick by Sewall's mills.
25. Bull bridge road to Brunswick.
26. Oak street.
27. Elm street.
28. Winter street.
29. Lincoln street.
30. Granite street.
31. Academy street.
32. York street.
33. Crescent street.
34. Pearl street.
35. Bedford street.
36. Union street.
37. Lemont street.
38. Middle street from South to Lemont street.
39. Russell street.
40. Green street.
41. Dummer street.
42. Road from Winnegance to Campbell's Pond.
43. King street.

1844—44. Railroad to Brunswick, called the Portland & Kennebec Railroad.

1853—Continuation of Washington street to Lemont street.

1861—45. Railroad to Lewiston, called the Androscoggin Railroad.

1871—46. Railroad to Rockland, called Knox & Lincoln Railroad.
1851—47. Bath street laid out.
1851—48. Cummings street laid out.
1812—No sidewalks in the town of Bath.
1874—Twenty-five miles of sidewalks in Bath.

FIRES AND FIRE DEPARTMENTS IN BATH.

1722—Mr. Elkins lived near Winnegance creek. His house was burnt by the Indians. The first fire in Bath.
1750—John Robinson's house at Hospital Point burnt.
1800—School house burnt at Mill Cove, West Bath.
1805—Joshua Donnell's blacksmith shop burnt.
1813—John Parshley's hotel and two children burnt, corner of Washington and Vine streets.
1814—Jotham Wormwood's house on Middle street burnt.
1817—Dr. John Stockbridge's house on High street burnt.
1814—David Pettengill scalled to death making salt at New Meadows river.
1819—June 7, David Robinson of Bath, killed by lightning in Woolwich.
1832—Clapp & Boyington's store. Mr. Whitney burnt to death.
1829—March 17, Ammi R. Mitchell's house burnt, Washington street.
18——Col. John Young's store burnt with the whole square.
1829—Clark & Sewall's store burnt. J. C. Tallman & Co.
1829—Bowman's store burnt, with the whole square, Front street.
1829—Gen. James McLellan.
1829—McLellan store, Front street, burnt.
1837—Great fire on Front street. Thirty buildings burnt.
1838—Records of town of Bath burnt in Kelley's block.
1854—July 6th, South Church burnt.
1840—Soap factory, Water street.
1852—Daniel Webster's house on High street burnt.
1852—House north side of the park occupied by Mrs. Gibbs, who, together with two children, was burnt to death.
1858—Rackliff's house on Court street struck by lightning and his wife killed.

1858—Man killed by lightning, Western Ave.
184——John Richardson's barn and wood-house, High street, burnt during a gale of wind from the southwest.
1846—Robinson's steam mill burnt.
1846—House corner of Washington and Pine streets burnt.
1859—Ezra Woodward's house burnt, West Bath.
18——Tallman's store burnt.
1856—Lilly's block burnt, Water street.
1849—Moody's boat factory burnt.
1863—Oct. 12, Mrs. N. Groton's house burnt, High street.
1863—A. J. Fuller's office opposite the Sagadahock House.
1864—House on Dummer street burnt.
18——Rogers' steam mill burnt at Ireland.
1866—Harvey's block of stores on Front street burnt.
1866—Tarbox block burnt from Center to School street on Washington.
1848—Store on Gove's wharf, owned by Wm. King.
1849—Soap factory on Russell street burnt.
1866—House on Pearl street, and a child burnt, Mr. Dennett's. Owned by Mr. Dennett.
18——House on Pine street.
1870—Oakum factory on Center street, west of High street, burnt.
1870—Jan. 22, spice factory on Arch street.
1857—Winnegance mills burnt.
1851—Wilkinson house, Broad street.
18——Thomas Jackson's blacksmith shop, broad street.
1851—Augustus Arnold's house burnt, south end.
1851—House burnt on Brunswick road, near the Poor House.
1873—Gen. Thomas W. Hyde's iron foundry burnt, Water street.
1874—Alexander Robinson's paint shop, &c., burnt.
1867—Sept. 26, Parker's Head mills burnt, Phipsburg.
1867—House on North street, George Silsby's.
1868—Dec. 19, two houses on High street, Chadbourne and Webster.
1869—Feb. 3, Berry's mills burnt, West Bath.
1870—July 1, Gatchell's irom foundry at railroad depot,
1870—Sept. 21, Charles Rich's house burnt, Lemont street.
1872—House and store on Washington street, north end, Woodside's.

ENGINES.

1804—The town purchased two Engines, the Hunneman pattern, which were filled with buckets.

1817—A Fire Company organized. Each member furnished himself with two leather buckets, two bags and knapsack.

1827—The town bought a Suction Hose Engine from Philadelphia. Rather a poor concern; No. 3.

1838—Purchased a Suction Hose Engine of Hunneman; a first class machine; called No. 3. Cost $1000.

18——No. 1, South End, Suction.

18——No. 2, North End, Hunneman's patent, Suction.

18——Sold the whole and bought three new ones. New York build.

18——The city bought a Steam Engine. Cost $4500. House corner of Middle and Center streets. Cost $12,000.

187——Bought a Fire Extinguisher. Cost $800.

1873—Bought two Steam Engines and disposed of the old ones. Cost $4500 each.

1853—Reservoir corner of Center and Lincoln streets.

1851—Fire Reservoir corner of Middle and Center streets.

18——Fire Reservoir on Center street.

18——Fire Reservoir corner of High and South streets.

1853—Fire Reservoir corner of Washington and North streets.

18——Fire Reservoir on Union street.

18——Fire Revervoir on Chestnut street.

18——Fire Reservoir corner of High and North streets.

18——Fire Reservoir corner of Middle and Pearl streets.

1872—Fire Reservoir corner of Washington and Summer streets.

1873—Steam Engine House No. 2 built. Cost $3,169.

1873—Stable for Engine horses No. 3 built. Cost $352.

1873—The Fire Department expended $15,336.03.

FIRE ENGINE No 2.

1804—Purchased by subscription. This Engine was four inch chamber.

1804—A roll of Engine Company No. 2, first members. Tileston Cushing, Director, Robert Trevett, Sub. Director, Wm. Donnell, Clerk, Samuel Springer, Wm. Lowell, Richard Parshley, Wm. Low, Wm. Allen, John Low 1st. John Donnell, Thomas

Trott, Elijah Low, Wm. S. Crooker, Charles B. Robinson, James Robinson.

1806—The Engine was sent to Boston and exchanged for one of five inch Chamber, Hunneman's build.

1806—The following members were added: Joseph Mitchell, James Crawford, Ebed Lincoln, Thomas Brackett, David Owen, Joseph Sewall.

For non appearance at a fire, or leaving the machine before she was moved, the fine was $5.00.

New Engine No. 3.

1827—Engine Company No. 3 organized, thirty-two members. About Jan. 6, elected officers as follows: Wm. C. Donald Director, John Donald Sub. Director, Samuel Donnell Clerk.

1838—A new Suction Engine was purchased by the town; Hunneman's build. Cost $1,000. And the company reorganized with fifty members. Levi P. Lemont, Director, David Ingalls, 2d Director, George Wood, Clerk.

1846—Engine Company No. 3 reorganized, and a new company of exempt got up; the old company having disbanded themselves. L. P. Lemont, Director, G. C. Trufant, 2d Director, John G Richardson, Secretary and Treasurer.

1847—J. W. Frye, Foreman, Hiram Turner, 2d Foreman, Samuel Allen, Clerk.

1850—Arthur Brown, Foreman, Jeremiah Cotton, Assistant, J. E. Dow, 2d Assistant.

1852—Samuel L. Allen, Foreman, John Beals, Assistant, Charles Turner, 2d Assistant, E. Upton, Clerk.

1855—Wm. Ingalls, Foreman, A. W. Turner, 1st Assistant, J. M. S. Hodgdon, 2d Assistant, L. L. Totman, Clerk.

1858—Wm. Hodgdon, Foreman, L. L. Totman, 1st Assistant, Chas. T. Hooper, 2d Assistant, Wilson Pratt, Clerk.

1859—Wm. H. ———, Foreman, Charles T. Hooper, 1st Assistant, Charles L. Turner, 2d Assistant, David N. Vaughan, Clerk.

1860—Charles W. Bunker, Clerk.

1862—James Ham, Clerk.

1863—C. A. Russell, Foreman.

1866—C. T. Hooper, Foreman, George McCurdy, 1st Assistant, H. H. Howse, 2d Assistant, James Ham, Secretary.
1869—H. H. Howse, Foreman, P. Duley, 1st Assistant, R. Gibbs, 2d Assistant, E. H. Turner, Clerk.
1870—G. A. Kimball, Clerk.
1872—Wm. L. McGregor, Foreman, Charles Couillard, 1st Assistant, E. H. Turner, Clerk.

HOTELS AND TAVERN KEEPERS IN BATH.

1740—Joseph Berry's, Mill Cove, is the first tavern we have any account of.
1774—Joseph Lambert's tavern, High street; now Capt. Jewett's.
1773—Mr. Springer, now M. F. Gannett's.
1800—Wm. Swanton, Washington street.
1805—Mr. Nichols, Summer street, on the lot of Carriage Factory.
1805—George Shepard, Washington street.
1800—Joseph Hall, South street.
1800—Edward H. Page, High street.
1806—John Ring built the Bath Hotel.
1874—C. M. Plummer, the present landlord.
1807—Wm. Hodgkins, W. S. street, now S. D. Haley's house.
1808—Winship hotel on the Point; burnt in 1838.
1810—Joseph Hovey, corner of Washington and Vine streets; burnt in 1813.
1813—The same house by John Parshley, burnt, and two of his children burnt to death.
1816—Commercial House built by H. Wyman.
1817—Commercial House kept by A. Matthews.
1818—Capt. Joseph Stockbridge, Shaw house on the Point.
1825—John Elliott, Larrabee house on the Point.
1825—Mrs. Farley, Bath Hotel.
1824—Mrs. Hovey, Commercial House.
1830—John Elliott, Winship house, Front street.
1835—Samuel Anderson, Wm Larrabee's house, Front street.
1835—Mr. Mellan, Bath Hotel.
1838—John Beals, Larrabee house.

1839—John Beals, Kimball house, Front street.
1840—Elliott House built by John Elliott, Front street.
1848—John Beals, Hatch house, Center street.
1849—Sagadahock House, corner of Front and Center street.
18——Central House built by Davis Hatch.
1849—Sagadahock House kept by Mr. Robinson, who was the first landlord. Mayberry present proprietor, [1874].
1852—Columbian House built by Wm. V. & O. Moses.
1871—King House kept by Jere Shannon. Called Shannon House.
1873—Columbian House kept by Charles W. Dunning.

PUBLIC BUILDINGS.—WHEN BUILT.

1761—Court House built in Dresden, Pownalboro County.
1785—School House west side of High street, near Benjamin Donnell's.
1794—School House built on High street by Joseph Sewall. Mr. Hobby teacher.
1806—Joshua Page teacher twenty-eight years in the same house.
1794—The lot presented by Joshua Shaw.
1795—Gun house built, south side of South street.
1804—School House on North street. The lot was presented by Christopher Cushing, Esq., who died in 1805, aged thirty nine years.
18——Poor House on Brunswick road.
1837—Town Hall built.
1837—Brick School House built on the south side of Center street.
1858—Custom House and Post Office built. Cost $100,000.
18——Academy, corner of High and Academy streets.
1861 High School House built, High street.
18——Primary School House, South street, brick.
18——Grammar School House, South street, wood.
1852—Brick Engine House No. 1, Shephard street. Cost $1,000.
1853—Brick Engine House No. 3, Water street. Cost $2,000, including lot.
1854—Engine House No. 2, Front street.
18——Grammar School House, South street.

18——Grammar School House, Middle street, brick.
1867—Steam Engine House No. 1, corner of Middle and Center streets. Cost $12,000.
1869—Court House built, Sagadahoc County, corner of High and Court streets. Cost $70,000.
18——Primary School House on North street, brick.
18——Grammar School House, Washington street, North End, brick.
18——Grammar School House, Weeks street, South End, brick.
186——Primary School House, High street, Winnegance.
187——Primary School House, South street, wood.
1867—Soldiers' Monument, High and Center streets.
18——Park between Washington and Front streets. Purchased of Peleg Tallman's heirs. Cost $10,000.

DOCTORS.

1760—Mrs. Samuel Lombard was the first and only physician in Bath for many years, and was called very skillful. Her practice was from Merrymeeting Bay to Phipsburg.
Doctor Samuel Duncan, High street, was very skillful.
1784—June 30, he died, aged thirty-nine years.
1788—Doctor Sampson.
1799—Samuel Adams, Washington street.
1806—Timothy Waldron, Washington street
1809—John Stockbridge, High street.
1818—Benjamin D. Bartlett,
1830—Gilman Stockbridge.
1838—Doctor Raborn.
———Doctor Israel Putnam came to Bath.
1859—Israel Putnam elected Mayor; also, 1860, 1861, 1862, 1863, 1864, 1865 and 1867.
1846—Andrew J. Fuller, physician.
1825—Dr. Prescott.
———Wm. E. Payne.
1865—A. Nourse.
———M. S. Briry.
1870—E. P. Roche.

1860—G. W. Gay.
1859—Thomas Child.
1871—M. Graves.
1872—R. D. Bibber.
1872—W. R. Wright.
1873—C. A. Packard.
1873—E. M. Fuller.
1873——— Cheney.
1873——— Frost.
1874—A. Wright.

LAWYERS.

1767—James Sullivan, lawyer, office at Butler's Cove garrison; afterwards Governor of Massachusetts.
1788—Francis Winter, office at Mill Cove at Berry's garrison.
1798—Andrew Greenwood, office at Long Reach.
1800—Feb. 22, he delivered a funeral oration on the death of President Washington, who died the December previous.
1799—Nathaniel Coffin, office at Long Reach; he moved to the State of Illinois.
1817—Benjamin Ames, office west of the Sagadahock Bank.
1825—Benjamin Randall, office west of the Sagadahock Bank.
1810—Ebenezer Clapp, lawyer and municipal judge.
1826—Joseph Sewall, lawyer and collector of customs.
1829—J. W. Mitchell & Joseph Sewall, lawyers.
1840—Jacob Sewall, lawyer.
———Jacob Smith, lawyer.
1844—Frederick Sewall, lawyer and colonel of 19th Regiment Volunteers.
———Henry Tallman, lawyer and municipal judge.
1855—John S. Baker, lawyer.
1858—Charles W. Larrabee and Henry Tallman, lawyers.
18——Washington Gilbert, lawyer.
1873—Washington Gilbert, Judge of Probate.
1870—Amos Nourse, Judge of Probate.
1870—Francis Adams, lawyer and County Attorney.

18——J. M. Hayes, Clerk of Courts, Sagadahoc County.
1870—Henry M. Bovey, Register of Deeds, Sagadahoc County.
1873—A. C. Hewey, Clerk of Courts, Sagadahoc County.
———John H. Kimball.

BANKS AND BANK OFFICERS.

1810—Bath Bank, the first bank in Bath. Gen. Wm. King President, Thomas D. Robinson, Cashier.

1813—June 15, Lincoln Bank chartered. Samuel Davis 1st President; Peleg Tallman 2d President; Jonathan Hyde, President; Seth Trufant, Cashier; Greene Richardson, Cashier; Samuel Davis, Cashier; George F. Patten, President; John Shaw, Cashier.

1865—Feb 1, Lincoln National Bank chartered. James F. Patten, President; John Shaw, Cashier.

1872—W. R. Shaw, Cashier.

18——Commercial Bank chartered.

1836—Sagadahock State Bank chartered. Joseph Sewall, President; Daniel Baker, Cashier.

1865—Sagadahock National Bank chartered. Wm. M. Reed, President; Henry Eames, Cashier.

1866—Wm. V. Moses, President; Henry Eames, Cashier.

1857—Long Reach State Bank chartered. David C. Magoun, President; D. N. Magoun, Cashier.

1855—July, Bath State Bank chartered. Freeman Clark, President; Edward C. Hyde, Cashier. Also, F. Partridge, Cashier.

1864—Bath National Bank chartered. Albert G. Page, President; Wm. Hill, Cashier.

1873—Arthur Sewall, President; Wm. Hill, Cashier.

1853—City Bank incorporated. James H. McLellan, President; Oliver Moses, President; Edward K. Harding, President; Wm. Taylor, Cashier.

1863—June, First National Bank chartered. Oliver Moses, President; Wm. Mussenden, Cashier.

1865—Feb. 3, Marine National Bank. Bernard C. Bailey, President; Horatio A. Duncan, Cashier.

1868—The Peoples Twenty-Five Cents Savings Bank. B. C. Bailey, President; H. C. Duncan, Secretary and Treasurer.

1852—April, The Bath Savings Bank incorporated. John H. Kimball, Secretary and Treasurer.

NAVIGATION ON THE SAGADAHOCK OR KENNEBEC RIVER.

1607—The first ship built; only 60 tons burden; and they have been increasing in size until the present time [1874]. They are built to measure from 1200. to 2000 tons.

1604—Capt. DeMotte in a French ship, sailed up the river. [Sullivan's History of Maine, Page 111.

1605—Capt. George Weymouth in the ship Archangel, wended his way up the Sagadahock or Kennebec River on discovery. One of these early voyagers named the bend in the river Fiddler's Reach, in consequence of a fiddler being knocked overboard by the gib gibing over. He was drowned.

1607—Aug. 11, (old style) Capt. George Popham, Capt. R. Gilbert, Edward Harlow, Edward Davis, and about one hundred others in the ships called the Gift of God, and the Mary and John. They first landed on Stage Island. The ships returned to England leaving forty-five of their number until spring, when they returned in a ship that came out with supplies. They built a vessel of 30 tons, called the Virginia of Sagadahock; the first ever built in the United States. She went to England and afterwards made several voyages to Jamestown, Virginia.

Soon after Popham left a party of French settlers on Pond Island.

1616—Sir Samuel Argyle went from Virginia and removed them from the Island and main land.

1625—The Plymouth colony sent Capt. Edward Winslow in a vessel with a load of merchandise to traffic with the natives, and they carried back a quantity of fur.

1631—The ship Plough of 60 tons burden, came from England. [Sullivan's History of Maine, Pages 305 and 307].

1634—Capt. Hoskins came to the Kennebec to trade; two officers of the Plymouth Colony who resided on the river, forbade him. On his persisting to trade, a quarrel ensued, which resulted in the death of two of the crew. [Sullivan's History of Maine. Page 294].

1674—Sir Wm. Phipps built a ship at Phipps' point, in Woolwich for a Boston company. The inhabitants took refuge on board of his ship, in consequence of the hostility of the Indians, and he carried them to Boston. Phipps was afterwards Governor of Massachusetts, and built the fort at Pemaquid. At this time, the ocean was called Mare del Norte. [Sullivan's History of Maine, Page 315.]

1675—From this date to 1680, the settlers were all driven away by natives.

1692—Capt. Church arrived in the river with troops sent by Wm. Phipps the Governor. [See Sullivan's History of Maine. Page 174].

1717—Aug. 9, the Governor of Massachusetts arrived in the Sagadahock river, in a British Man of War called the Squirrel, and it took him four days to conclude a treaty with the Indians.

This treaty took in all the territory from Portland to the Penobscot river. [History of Maine, Vol. 3, Page 361].

1724—Capt. Moulton, Capt. Harmond and Capt. Bourn, arrived in the river with 280 men to put down the Indians.

1745—John Lemont built a sloop near the railroad bridge bridge, West Bath. She was a coaster.

1741—Jonathan Philbrook settled at Long Reach, now West Bath, and between 1741 and 1755 built two vessels.

1755—Previous to this date, Jonathan Philbrook and two sons built two schooners a little southeast from the Custom House. The first vessels built at Long Reach.

1746—Capt. Benjamin Donnell with his vessel, was detailed by Gen. Pepperell to take the troops and supplies from the Kennebec and rendezvous at Boothbay, where they met the Massachusetts forces, then sailed for Louisburg and captured Cape Britain. On his return he brought back a quantity of French brick.

1760—Capt. Swanton came to Bath from Massachusetts.

1762—Capt. Wm. Swanton, Sr., great grand-father to J. B. Swanton. He was a captain in the army at the reduction of Louisburg in 1745.

1762—He built a ship on contract for a Scotch merchant. She was called the Earl of Bute, and was the first ship ever built on the Kennebec river. And he continued to build a ship every year until the Revolutionary War.

1763—He built a ship for one Jenness, an English merchant, on contract.

1764—He built a ship called the Rising Sun for one Ayles. A large ship.

1765—He built a small one called the Moon.

1776—He built a privateer called the Black Prince for a Salem company, which for model and sailing was reported to be a masterpiece of workmanship. She mounted eighteen guns. She had a smart battle with an English ship of the same size, and took her and sent her into port.

For the want of proper shot to cut away the rigging, they put an ox chain into one of the guns, and when they boarded her, they found the chain stretched out in her bulwarks. John Donnell worked on the ship and went out in her, and related all the particulars to the writer. She joined the expedition against Castine. Capt. Swanton occupied a yard where Capt. Woolard's coal yard now is, and continued in the active employment of his trade until age deprived him of physical powers. He died in 1810, aged ninety-nine years.

1762—The manner of launching vessels in those days, was to split away the after blocks last, when the ship sat much after, and the end was very dangerous.

1772—Joshua Raynes built a sloop of 140 tons called the Union. She was owned by six individuals.

1775—She was taken off Seguin by a British cruiser, with a cargo of molasses from the West Indies.

Previous to the Revolution, the British laws prevented us from carrying timber to England in any other craft except sloops, which induced our people to build very large sloops.

As soon as the peace with Great Britain had removed the restrictions from trade, and other treaties had opened the

channels of commercial enterprise, the inhabitants became actively employed in this profitable branch.

Before the Revolution, the English sent a great many large ships here to load with timber and spars; and the dock at Major Harward's was called the King's Dock.

1775—At the news of the battle of Lexington, a large gang of men were at work at this dock, and the inhabitants of Bath held a meeting at the old meeting house, and chose a moderator and opened the meeting with a prayer; then voted unanimously to order off the ships and workmen; and Col. Dummer Sewall, grandfather of Wm. D. Sewall, was chosen to be spokesman, and John Lemont Captain, and Edward H. Page Lieutenant, and they marched with sixty well armed men to the dock and concealed themselves in the bushes. Col. Sewall stepped forward, and mounting a prominent stick of timber, ordered them in the name of the people of America, not to strike another blow; they answered not a word, but gathered up their tools and went on board of their ships and left the river. This was in April. They likewise detailed E. H. Page with ten men to march to Cambridge and join the Continental Army, where they were on duty until the English fleet and army were driven out of Boston harbor. These men walked to Cambridge in six days.

178—The first wharf built here was Davis', now Houghton Brothers.

1800—The next and first on Shaw's Point, was by Wm. King, Esq.

1783—The first vessel built after the Revolution, was a schooner of about one hundred tons. Cost $3,000. Built by Dummer Sewall, Joshua Philbrook, Edward H. Page and seven others. Joshua Raynes builder.

1781—Joshua Shaw built a sloop at Mill Cove.

1783—Joshua Shaw built a schooner at Mill Cove.

1783—This schooner sailed for the West Indies under the command of Capt. James Couillard, and never was heard from.

1785—Ring & Mitchell built a brig at Mill Cove.

1775—Sept. 20, Col. Benedict Arnold arrived at the mouth of the river with ten transports and two hundred whale boats, and about 1000 men, and took pilots up the river on their way to Quebec.

1776—A British Man of War chased a vessel into the river up as far as Jones' eddy, which created an alarm, and the people turned out all up and down the river; they fired on her with a cannon, and finally drove her off, and our boats followed in pursuit. Lieutenant Springer of Bath was shot.

1785—John Clark built a schooner called the Two Friends.

1789—John Clark and Peleg Tallman built a brig called the Theresa.

1785—Jonathan Davis built a sloop called the Lark.

1787—Simeon Turner, sloop Sally.

1790—Jonathan Davis, schooner Union.

1790—Jonathan Davis, schooner Speedwell.

1790—A. Hawland, schooner Flora.

1790—Jonathan Davis & Son, ship Atlantic, 254 tons.

1791—David Trufant, brig Charlotte.

1791—Sumner & Lowell, sloop Ruby.

1792—Z. Lincoln, brig Independence.

1792—Z. Lincoln, brig Union.

1793—Jonathan Davis & Son, schooner Minerva.

1793—Jonathan Davis, brig Speedwell.

1793—Stephen Sewall, brig Laura, at Clapp's Point.

1793—Simeon Turner, brig Dinah, at Harward's.

1790—Major David Shaw built a schooner on the Point.

1790—Charles Clapp, Sr., came to Bath; was master captain, and subsequently largely engaged in commerce and shipbuilding through life.

1793—John Clark, ship Rosanna, 391 tons.

1793—Jonathan Davis & Son, ship Maraton, 224 tons.

1794—Major David Shaw built a privateer of fourteen guns on contract.

1794—Thomas Clapp, brig Laura.

1795—J. Davis, sloop Dolphin.

1795—John Clark, ship Louisa, 207 tons.

1795—David Sumner, brig Union.

1796—John Moody, schooner Marcus.

1796—John Clark, schooner Friendship.

1796—John Clark, brig Neutrality.

1796—Levi Peterson, ship Mayflower, 170 tons.

1797—David Trufant, schooner Success.

1797—John Peterson, ship Polly, 166 tons.
1797—Charles Clapp, ship Recovery, 207 tons.
1799—Peleg Tallman of Woolwich, schooner Mary.
1799—Peleg Tallman, Arethusa, before he moved to Bath.
1799—Charles Clapp, schooner Glide.
1799—Charles Clapp, sloop Catharine.
1800—Joshua Shaw, ship Bath, 262 tons.
1800—Peleg Tallman, Woolwich, brig Three Friends, 123 tons.
1800—Z. Lincoln, ship Fox, 180 tons.
1800—J. W. Lemont, schooner Topsham.
1800—Benjamin Emmons, Georgetown, schooner Good Intent.
1800—Wm. King, ship Reunion, 281 tons. She cleared herself three times in three successive voyages to England.
1801—Jerome Loring, brig Unanimous, 141 tons.
1801—John Peterson, brig White Oak, 143 tons.
1801—Wm. King, brig Valevis, 137 tons.
1801—Samuel Davis, schooner Dolphin, 92 tons.
1801—Peleg Tallman, Woolwich, ship Stranger, 209 tons.
1801—Samuel Davis, ship Spartan, 248 tons.
1801—Charles Peterson, schooner Topsham Beauty, 108 tons.
1801—J. W. Lemont, schooner Betsy.
1802—Jeremiah Loring, brig Nancy, 136 tons.
1802—Wm. King, ship Confidence, 330 tons.
1802—Joshua Raynes, schooner Galbraith, 112 tons.
1802—P. Tallman, ship Rose, 230 tons.
1802—Joseph Hall and others, schooner Dolphin, 92 tons.
1802—Wm. King, brig Androscoggin, Nehemiah Harding master. He was ordered to New Orleans; he asked Mr. King where New Orleans was, and was told that it was somewhere on the Gulf of Mexico. The difficulty was to find the mouth of the Mississippi river, and he was lucky to find an old Spanish chart; by that he found the river, and this was the first vessel that ever went from the State of Maine to New Orleans.
1802—Joshua Shaw, ship Fair America, 186 tons.
1802—J. M. Moody, brig Amity, 162 tons.
1803—David Trufant and T. Jones, brig Edward, 190 tons.
1803—Isaiah Crooker and Geo. Shepherd, schooner Friendship, 120 tons.

1803—John Richardson, ship Sally, 204 tons.
1803—Jonathan Crooker, brig Edward and Charles, 140 tons.
1803—John Coffin and others, schooner Lucy, 97 tons.
1803—Richardson & Trefetheran, schooner Laura, 121 tons.
1803—John Matthews and others, schooner Friendship, 124 tons.
1803—Wm. King, ship United States, 301 tons.
1804—Samuel Davis, ship Suffolk, 203 tons.
1804—John Peterson, ship Fair Lady, 305 tons.
1804—Wm. King, ship Fair America, 186 tons.
1804—Enoch Jones, brig Rufus King, 149 tons.
1804—Charles Clapp, ship Charles, 400 tons.
1805—Lewis Peterson, ship Native, 317 tons.
1805—Wm. King, ship Alexander, 249 tons.
1805—Peleg Tallman, Bath, ship Sarah, 312 tons.
1805—Joseph Trott, New Packet, 334 tons.
1805—John Richardson, ship Sally, 341 tons.
1805—Samuel Duncan, schooner Betsy.
1806—Levi Peterson, ship Thomas, 249 tons.
1806—Robert Bosworth, ship Vigilant, 343 tons.
1806—Samuel Davis, ship Antelope, 224 tons.
1806—Charles Clapp, ship William, 375 tons.
1806—Joseph P. Trott, ship Ajax, 318 tons.
1806—Aaron Kimball, schooner Palmyra, 141 tons,
1807—John Peterson, ship Sabatty, 225 tons.
1808—Isaiah Mages, ship Florida, 325 tons.
1809—Peleg Tallman, Bath, ship Savannah, 320 tons.
1809—Wm. King, ship Vigilant, 343 tons.
1809—Wm. King, ship United States, 301 tons.
1809—Wm. King, ship Resolution, 353 tons.
1809—Zebediah Farnham, ship Huron, 365 tons.
1809—S. S. Pettengill, ship Traverse, 227 tons.
1809—The long embargo on our vessels was a great detriment to the commerce of this country, and a check to the business of Bath, which put a stop to shipbuilding.
1810—Wm. Sylvester, ship Superior, 384 tons.
1810—Peleg Tallman, ship Lapwing, 441 tons.
1810—Levi Peterson, ship North Star, 292 tons.
1811—James McLellan, ship Swiftshore, 370 tons

1811—Charles Clapp, ship Caroline, 351 tons.
1811—John Richardson, ship United States, 301 tons.
1811—James McLellan, ship Ellington, 320 tons.
1812—The war with England entirely put a stop to business in Bath, and the ships were all hauled up in the docks until the peace of 1815.
1812—Capt. James Oliver, brig Smart, 142 tons.
1812—Capt. Wm. Crawford, ship Nixon, 156 tons. She was built in 1799 in Hudson, New York.
1813—Wm. Emerson, schooner Sammy Jack, 66 tons; intended for a privateer.
1813—Peter H. Green, brig Two Sisters, 136 tons.
1815—James McLellan, brig General Jackson, 128 tons.
1816—James McLellan, ship Romeo, 318 tons. Built at the upper ferry by Stetson.
1816—Charles Clapp, ship Mary, 317 tons.
1819—James McLellan, ship Harriet, 270 tons.
1819—George F. Patten & Brothers built the brig Statira at Muddy River, Topsham, 183 tons. This was the commencement of the Pattens' building vessels.

TONNAGE OF THE PORT OF BATH FOR DIFFERENT YEARS.

1794— 5,407 tons.	1834— 44,191 tons.
1804—10,666 tons.	1849— 88,820 tons.
1815—20,258 tons.	1850—103,625 tons.
1825—23,466 tons.	1852—111,241 tons.
1830—30,218 tons.	1856—193,320 tons.

1811—The Cleopartra, 512 tons, built by Sylvester & Lee, James Robinson master builder. She laid on the stocks until after the war, and was launched and sold by Gen. James McLellan to the Columbian Government for a Man of War.
1815—Ship Caroline, Capt. M. Prior, Clapp & Agry owners. She sailed for England and never was heard from.
1816—Wood & Donnell were the first to start a packet between Bath and Boston. Capt. Pattee, schooner Boston.

1820—E. Wood and B. C. Bailey, packet Volant to Boston. Capt. E. Bailey, brother of B. C. Bailey.

1817—Green & Emerson made a large contract with the United States Government to cut several frames of live oak for the Navy. They sent a brig and two schooners with oxen, carts, &c., with one hundred men to Florida and Georgia, to get out the largest sized timber. One frame was for a ship of 110 guns. It took them several years. John Bosworth was master carpenter.

1813—The privateer ship America of 20 guns came into Bath, and Capt. James Hall went out in her as prize master, and she afterwards sent in a very rich prize, a full cargo of English dry goods and silks. Luke Lambard contracted to take them to Boston for $10,000, in consequence of the English cruisers. The America belonged to the Crowninshields of Salem, Mass. She came into Bath the second time and sent in other prizes.

SHIPS BUILT IN BATH.

1820—McLellan & Turner, ship Mary, 287 tons. W. G. Farrin builder.

1820—Gilbert Trufant, brig Minerva, 262 tons.

1821—G. F. & John Patten, brig Jasper, 222 tons.

1821—Wm. Richardson, brig Jane, 197 tons.

1822—James McLellan, ship Grand Turk, 323 tons.

1823—Gen. D. Turner & McLellan, ship Ann, 299 tons.

1823—Gen. D. Turner & McLellan, ship Mary.

1824—Samuel Winter and D. C. Magoun, ship Harriet, 227 tons.

1824—John, G. F. & James F. Patten, ship Catharine, 313 tons.

1825—Gen. D. Turner, ship McLellan, 376 tons. Captain Asa Higgins.

1828—Isaac Elder, ship Maria, 314 tons.

1828—G. F. & James F. Patten, ship Champion, 379 tons

1829—G. F. Patten & Brothers, ship Majestic, 389 tons.

1829—Johnson Williams, ship Transit, 199 tons.

1834—Levi Houghton, ship Missouri, 398 tons.

1834—Clapp & Boynton, ship Pevdonnet, 471 tons.

1834—T. D. Robinson & Co., ship New England, 549 tons.
1834—Gilbert Trufant & Son, ship Capt. S. Swanton, 431 tons.
1834—John, G. F. & James Patten, ship Caspian, 529 tons. Capt. D. Patten.
1836—G. Trufant, ship Bermingham, 507 tons.
1836—Noble Maxwell and Patten Brothers, ship Sheffield, 587 tons.
1836—C. & Wm. D. Crooker, ship Mt. Zion, 449 tons. Capt. S. Swanton 2d.
1838—Patten Brothers and Capt. Morrill, ship Capt. Maxwell, 637 tons.
1838—Wm. Richardson, ship Ontario, 605 tons.
1838—John, G. F. & J. F. Patten and Maxwell, ship Delaware, 661 tons.
1839—C. & Wm. D. Crooker, ship Swanton, 677 tons. S. Swanton 2d, master.
1839—James H. McLellan, ship Canton, 298 tons.
1839—J. H. McLellan and others, ship Charles, 294 tons.
1840—John Henry, ship Francis, 441 tons.
1840—Wm. Richardson, ship Amazon, 569 tons.
1840—Samuel Swanton and others, ship United States, 684 tons.
1841—Clark & Sewall and B. C. Bailey, ship Genesee, 459 tons.
1841—Thomas Harward and others, ship Hannibal, 644 tons.
1820—Nov. 29, Capt. John Whitmore went to pilot a vessel out of the river; wind north and the tide running out. He left in a row boat, and never was heard from. It was supposed that the tide and wind carried him to sea.
1821—Oct. 8, brig Cobbseconte, Bath, Capt. Jackson robbed by a piratical boat four or five miles from the Moro Castle, Cuba. After beating the captain and mate, they hung and stabbed the captain through the thigh, took what they wanted and left.
1821—Sept. 10, the schooner Dispatch of this port, was taken by pirates while lying at anchor at the Isle of Pines, Cuba. She was retaken by a vessel fitted out from Trinidad. In consequence of pirates, the United States sloop of war Hornet, acted as a convoy to our vessels about the West India waters.
1822—The United States schooner Porpoise, Capt. Ramage, recaptured the schooner C. Glover of Baltimore, which had been taken by pirates. The Porpoise destroyed three piratical establishments

on the shores of Cuba, and fourteen of their piratical crafts. There had been accounts of over thirty vessels being plundered by pirates.

1822—Aug. 23, Sunday divine services were held on board of the ship Mary at McLellan & Turner's warf by the Rev. Mr. Otherman.

1822—The same day services were held on board the sloop Messenger, Capt. Colburn, at Parker's Flats, with several crews and passengers. One of these services was by one of the passengers.

1821—November, ship Juliet, Capt. Higgins, burnt at Smithfield, North Carolina. Owners McLellan and Turner.

1821—McLellan & Turner launched ship Lima, 297 tons.

1821—Peleg Sprague & Son, brig Cuba, 216 tons.

1825—Brig Octavia, Capt. Joseph Hovey, lost on Wood Isle in a snow storm. Crew saved.

1825—Brig Sally Ann, Capt. Barnes, dismasted, bound to the West Indies. She got into New Providence under jury-masts.

1825—Brig Dingley, Capt. Gray, lost on Funk Island. Crew saved.

1826—Ship Arabella, Capt. Charles Thomas, bound to the West Indies, was knocked down and the mizzen-mast had to be cut away. Crew frozen. He got into Bermuda.

1826—Brig Hannibal, Capt. Tallman, lost; bound to the West Indies. Crew saved.

1826—Died in Woolwich, suddenly, Capt. Robert McKown, commander of brig Gov. King.

1826—England shut her West India ports against the trade of the United States, which was a great damage to Bath.

1827—No vessels built in Bath for some time. Consequently the carpenters were obliged to go to St. Johns for work; and in consequence of failures in England, they were obliged to return to Bath, and obliged to work for 50 to 75 cents per day, and get work occasionally on an old vessel, and take store pay at that, and work from daylight in the morning as long as they could see at night.

1831—Oct. 31, schooner Tonkey, Capt. Thomas Wakefield, lost on Cape Cod in a terrible gale, and the captain lost his life.

1832—Brig Eastern Star, Capt. Noyes, went with a load of provis-

ions, a donation to the suffering inhabitants of Cape de Verde Islands.

1832—Jasper, Capt. Smith, lost deck load of cotton in a gale of wind

1832—Brig Montpelier, Capt. Winchell, lost at sea.

1832—Clapp & Boynton launched ship Sarah, 450 tons, Capt. Cassenor.

1832—Clark & Sewall launched ship Tropic, 350 tons.

1832—Levi Houghton, Capt. J. Stinson, 350 tons.

1832—Charles & Wm. D. Crooker launched ship Sarah, 380 tons. Captain S. Swanton.

1832—Capt. Caleb Heath launched ship Walter Scott, 455 tons.

1832—Capt. Mitchell L. Trott, ship Harriet.

1832—Capt. Woodward and J. Williams & Co., ship Transit.

1833—Ship Braganza, 353 tons, Capt. David G Stinson.

1833—Ship of 351 tons by T. P. Stetson for New York merchants.

1833—T. Harward, ship North America, 470 tons, Capt. E. Heath.

1833—G. & J. Patten, ship Palestine, 450 tons, Capt. Littlefield.

1833—Clark & Sewall, ship Carlon, 420 tons.

1833—J. H. McLellan, a ship of 350 tons; W. G. Farrin builder.

1835—P. & Wm. Sprague, a brig of 147 tons. Sold at Portsmouth.

A REGISTER OF VESSELS AND AMOUNT OF TONNAGE BUILT IN DIFFERENT YEARS.

Dates.	Ships.	Brigs.	Barques.	Schooners.	Steamboats.	No.	Tons.
1849	37	12		6	2	57	20,240
1850	34	4		5	2	45	22,240
1852	40	5		3		48	24,339
1853						69	49,399
1854						98	77,597
1855	47	4	6	7	8	72	50,900
1856	42	5	1	6	8	63	39,856
1858	16	1	2	6		25	15,826

SHIPPING BUILT IN BATH IN 1854.

Class.	Tons.	Builders.
Ship	1,350	Johnson Rideout.

Ship	1,400	Johnson Rideout.
Brig	276	Johnson Rideout.
Brig	267	Johnson Rideout.
Ship	1,388	Trufant, Drummond & Co.
Ship	1,500	Trufant, Drummond & Co.
Ship	863	Trufant, Drummond & Co.
Ship	800	Trufant, Drummond & Co.
Brig	309	
Brig	288	Hall, Snow & Co.
Ship	908	Hall, Snow & Co.
Bark	554	Hall, Snow & Co.
Brig	274	Hall, Snow & Co.
Ship	1,150	Jenks & Harding.
Bark	424	Jenks & Harding.
Bark	350	Jenks & Harding.
Ship	883	Rogers & Son.
Ship	980	Rogers & Son.
Ship	1,051	Rogers & Son.
Ship	769	Houghton & Son.
Ship	1,300	Houghton & Son.
Ship	1,083	Larrabee & Robinson.
Ship	1,200	Larrabee & Robinson.
rig	286	Larrabee & Robinson.
Ship	1,350	G. F., J. & J. F. Patten.
Ship	1,000	Clark & Sewall.
Ship	1,250	Clark & Sewall.
Ship	1,119	Wm. V. & O. Moses.
Ship	1,316	Harrison Springer.
Ship	750	Harrison Springer.
Ship	1,200	Lowell & Small.
Ship	1,500	Berry & Richardson.
Ship	1,327	H. & R. Hitchcock.
Ship	1,400	H. & R. Hitchcock.
Ship	1,096	Arnold, Curtis & Cox.
Ship	1,300	Arnold, Curtis & Cox.
Brig	275	Arnold, Curtis & Cox.
Ship	595	Adam Lemont & Co.
Ship	600	Adam Lemont & Co.

Ship	500	Randall & Bibber.
Brig	276	Cox Brothers.
Ship	1,400	—— Dinsmore.
Ship	550	Lemont & Robinson.
Ship	621	Reed, Lemont & Co.
Sch'r	50	H. Grover.
Ship	1,300	Richard Morse & Sons.

1823—Vessels built by Johnson Rideout during his life, forty-two years, being seventy-two, of all classes, built by him, as master carpenter. 49 ships, 8 barks, 10 brigs, 1 schooner and 4 steamers. He died Dec. 21, 1865.

1832—The Marine Railway built at Clapp's Point.

1836—Shipping lost on the coast of the United States: 56 ships, 97 brigs, 121 schooners, 12 sloops, and 30 boats, making in all 316; and 826 lives lost.

1837—August, a great hurricane in the West Indies. Thirty-two vessels went ashore at St. Thomas. Only one rode it out.

1857—Three hundred and eighty-six vessels lost in six months in the United States, valued at $10,943,200, as follows:

January,	125 vessels, value	$3,553,700.
February,	86 vessels, value	1,668,600.
March,	63 vessels, value	1,293,500.
April,	53 vessels, value	1,646,700.
May,	33 vessels, value	1,251,500.
June,	26 vessels, value	81,950

This account was made up to the 4th of July.

1849—November, ship Hanover, Capt. Rogers and crew, lost on Pond Island bar.

1851—Jan. 29, ship Morow, Capt Larrabee of Bath, sailed from Philadelphia for Havana with a cargo of coal; had two of his daughters on board; had a gale of wind and never was heard from.

1851—April 16, a northeast storm; the water was two feet deep on our wharves.

1851—April 16, Minott's Ledge Light House, Boston Harbor, was carried away and two men drowned. This house was built of iron.

1856—The fall and winter of this year was very disastrous to navigation on the coast of the United States and Europe.

Number of vessels lost with their cargoes: 11 steamers, 144 ships, 60 barks, 89 brigs, 160 schooners, and 3 sloops. Making a total of 467 vessels lost. Lives known to have been lost, 630, crews of missing vessels, 200; making a total of 830 lives lost. Value of vessels and cargoes, $21,600,000.

1857—January, seventy vessels lost.

1869—Vessels built in Bath this year: 11 ships of 15,890.45 tons; 6 barks of 4,187.76 tons; 19 schooners of 2,666.39 tons; and 3 sloops. Making a total of 39 vessels.

1869—The tonnage owned in the district of Bath, 167,683.

1855—From this date till 1869, the tonnage built was 362,383 tons.

1841—Clark & Sewall and others, Wm. Drummond master.

——— Thomas M. Reed, ship Rappahannock, 1,133 tons.

1842—Clark, Sewall and Benjamin Robinson, ship Girard, 343 tons.

1842—Wm. V. & O. Moses, ship Georgia, 363 tons.

1842—G. F. Patten & Brothers, ship London, 637 tons.

1842—G. F. Patten & Brothers, ship Monmouth, 728 tons.

1842—Pattens & Davenport, ship Halcyon, 797 tons.

1843—Wm. P. Larrabee and others, ship Hamburg, 288 tons.

1843—Mitchell L. Trott and others, ship Ville de Paris, 537 tons.

1843—James L. Lambert and others, ship Glasgow, 594 tons.

1844—Wm. V. & O. Moses and others, ship Prussia, 330 tons.

1844—J. Harward, ship J. P. Harward, 548 tons.

1845—Gilbert Trufant and others, ship Birmingham, 507 tons.

1845—J. P. Morse & Brothers, ship Winnegance, 283 tons.

1845—Bernard C. Bailey, ship B. C. Bailey, 471 tons.

1845—Levi Houghton & Sons, ship Charlotte Reed, 471 tons.

1846—Clark & Sewall, Wm. M. Reed and Thomas M. Reed, ship Rio Grande, 541 tons.

1846—Trufant, Drummond & Co., ship Sarah Boyd, 342 tons.

1846—J. H. McLellan and others, ship Sarah & Louisa, 697 tons.

1846—Clapp & Magoun and others, ship Jane Tudor, 349 tons.

1847—James Drummond & Co., bark Quinneburg.

1847—J. B. Swanton, Jr., and Mitchell L. Trott, ship Alex Frazier, 406 tons.

1847—Wm. D. Sewall & Co., ship J. C. Calhoun, 708 tons.

1848—C. & Wm. D. Crooker and others, ship Sea Queen, 862 tons.
1848—Clark, Sewall & Co., ship Wm. D. Sewall, 672 tons.
1849—Wm. P. Larrabee and others, ship Moro, 418 tons.
1849—C. & Wm. D. Crooker and others, ship Charles Crooker, 960 tons.
1849—James & Wm. Drummond, ship Saratoga, 1,200 tons.
1849—Charles Clapp & D. C. Magoun, ship Rhine, 534 tons.
1849—Wm. V. & O. Moses and others, ship New England, 921 tons.
1849—John Smith and others, ship Andover, 484 tons.
1850—James H. McLellan, ship Emma Field, 944 tons.
1850—David Patten and others, ship Tempest, 861 tons.
1850—Stephen Larrabee and others, ship St. Peter, 437 tons.
1850—Lorenzo Parker, ship Eva, 630 tons.
1850—Wm. & James Drummond, ship Continent, 1,008 tons.
1851—Geo. W. Kendall, J. G. Richardson and others, ship Kennebec, 925 tons.
1851—Wm. Rogers and others, ship Mary Florence, 720 tons.
1851—John & Geo. F. Patten, ship Mobile, 960 tons.
1851—Richard Morse & Sons, ship Richard Morse, 872 tons.
1851—Willard Hall and others, ship Tanaro, 499 tons.
1851—Samuel D. Bailey and others, ship Costilla, 587 tons.
1851—Otis Kimball and others, ship Messenger, 460 tons.
1851—Caleb S. Jenks and others, ship Torrent, 641 tons.
1851—Joseph Berry and others, ship Mongolia, 960 tons.
1852—Wm. & James Drummond, ship Benjamin Adams, 1,170 tons.
1852—J. P. Morse, ship Elvira Owen, 873 tons.
1852—Charles Clapp and D. C. Magoun, ship Tamquin, 406 tons.
1852—S. D. & B. C. Bailey and others, ship Arab, 467 tons.
1852—Wm. Rogers and others, ship Otseomthel, 1,137 tons.
1852—Adam Lemont and others, ship Gertrude, 506 tons.
1852—John Smith and others, ship Albert Gallatin, 533 tons.
1852—David Curtis and others, ship Lisbon, 476 tons.
1852—Willard Hall and others, ship Sagadahock, 574 tons.
1853—Moses and others, ship Harvest Queen, 1,018 tons.
1853—Wm. M. Reed and others, ship Lady Franklin, 549 tons.
1853—Chas. & Wm. D. Crooker and others, ship Mermaid, 1,221 tons.
1853—James & Wm. Drummond and others, ship Flying Dragon, 1,197 tons.

1853—S. D. Bailey and others, ship Bernard, 677 tons.
1853—Wm. & James Drummond, ship Emerald Isle, 1,736 tons.
1853—Elijah D. Manson, ship G. B. Lamar, 933 tons.
1854—John Crooker and others, ship Northern Empire 1,499 tons.
1854—Johnson Rideout and others, ship E. P. Stringer, 1,353 tons.
1854—Rufus Hitchcock and others, ship New Era. 1,327 tons.
1854—Wm. M. Reed and others, ship Victoria Reed, 621 tons.
1854—W. D. Sewall, Thomas M. Reed and others, ship Samaritan, 1,219 tons.
1854—Hall, Snow & Co., ship Danube, 908 tons.
1854—Wm. V. & O. Moses and others, ship Aquilla, 1,119 tons.
1854—Clapp & Magoun and others, ship Emma Jane, 1,096 tons.
1854—John H. Kimball and others, bark Greenland, 549 tons.
1854—Lewis Blackmer and others, ship Omar Pasha, 768 tons.
1854—Charles S. Robinson and others, ship Revenue, 1,316 tons.
1854—Joseph Berry, ship Windsor Forest, 1,256 tons.
1854—Patten Brothers, ship Assyria, 1,363 tons.
1854—Alfred Lemont and others, ship Armed Snow, 553 tons.
1854—Wm. & James Drummond, ship Rocklight, 1,583 tons.
1855—John P. Smith and Stephen Larrabee, ship Walter Scott, 1,196 tons.
1855—Harrison Springer and others, ship Caroline, 848 tons,
1855—R. Hitchcock and others, ship J. P. Morse, 1,451 tons.
1355—E. K. Harding and Thomas Simpson, ship Carlyle, 1,181 tons.
1855—G. L. Richardson and others, ship Normandy, 1,491 tons.
1855—C. V. Minott, James Drummond and others, ship Contest, 582 tons.
1855—John C. Lowell and others, ship Pleiades, 1,172 tons.
1855—Augustus Arnold & Co., ship Maria, 1,243 tons.
1855—J. P. Morse and others, ship Independence, 1,277.
1856—Adam Lemont and others, ship Adam Lemont, 1,101 tons.
1856—John Fisher and others, ship Canova, 581 tons.
1856—Hall Snow and others, ship Sunshine. 1,467 tons.
1856—Wm. F. Moses and others, ship Wm. V. Moses, 862 tons.
1856—Edward & Arthur Sewall and others, ship Hellespont, 767 tons.
1856—Samuel D. Bailey, ship Sarah Judson, 545 tons.
1856—Wm. M. Reed, ship Alfred Lemont, 639 tons
1856—Samuel D. & B. C. Bailey, ship Argo, 1,078 tons.

1856—John H. Kimball and John H. Humphrey, bark Annie Kimball, 598 tons.

1856—Charles Davenport and others, ship Charles Davenport, 974 tons.

1857—Arthur Sewall and brother, ship Leander, 897 tons.

1857—Charles Davenport and others, ship Charles C. Duncan, 899 tons.

1857—Eli Cox and others, ship Tubal Cain, 528 tons.

1857—Wm. M. Reed, A. Lemont and Robinson, ship St. Helena, 947 tons.

1858—Samuel D. & B. C. Bailey, ship Lucinda, 838 tons.

1858—Oliver Moses & Sons, ship Frank Bolt, 1,060 tons.

1859—J. B. Swanton and others, ship City of Bath, 736 tons.

1859—Henry W. Owen and others, ship Maid of the Sea, 661 tons.

1859—David P. Low and others, ship Exchange, 595 tons.

1859—Wm. V. & Wm. F. Moses, ship Louise Myers, 1,049 tons.

1860—Wm. M. Reed, Lemont & Robinson, ship Samuel Tarbox, 549 tons.

1860—George M. Patten and others, ship Transit, 933 tons.

1860—Silas A. Houghton and brothers, ship Caledonia, 999 tons.

1861—Lemont & Robinson, ship White Mountain, 937 tons.

1861—Bibber, Gannett and others, ship Sebastopol, 498 tons.

1862—George M. Adams, J. P. Hitchcock and others, ship George Butler, 1,097 tons.

1862—George F. & John Patten and S. T. Woodward, ship Sabine, 1,038 tons.

1863—Franklin Reed and others, ship Saginora, 1,038 tons.

1863—Lemont & Robinson and others, ship Alexander, 1,039 tons.

1863—Charles Davenport and others, ship Cherokee, 1,091 tons.

1863—A. D. Fisher, A. G. Page and others, ship Conova, 581 tons.

1864—Lemont, Robinson and S. D. Anderson, bark Aberdeen, 886 tons.

1864—James Patten and brothers, ship Italy, 1,019 tons.

1865—Wm. V. Moses & Sons, ship Fannie Larrabee, 1,272 tons.

1865—E. & A. Sewall and others, ship Freeman Clark, 1,336 tons.

1865—J. P. Hitchcock and others, ship St. Joseph, 1,258 tons.

1866 Sewalls and T. M. Reed, ship Matterhorn, 1,327 tons.

1866—Frank & Wm. M. Reed and others, ship Pontiac, 1,198 tons. Captain John Lowell.

1867—James & Wm. Drummond, M. F. Gannett and others, ship Idaho, 1,226 tons.

1867—Lemont, Robinson, and others, ship Itasca, 1,396 tons.

1867—Frank Reed, G. F. Manson and others, ship Wm. M. Reed, 1,290 tons. Captain E. P. Stinson.

1868—F. O. Moses and others, ship J. A. Wright, 1,273 tons.

1868—John H. Kimball and J. H. Humphrey, bark Charles O. Whitmore, 894 tons.

1868—Frank & Edwin Reed, ship Ellen Goodspeed, 1,290 tons.

1868—G. F. & J. F. Patten, ship Tapan, 1,251 tons.

1868—L. W. Houghton & Brothers, ship Prussia, 1,212 tons.

1868—Goss & Sawyer, bark Lizzie H., 897 tons.

1869—John & Gilbert E. R. Patten, ship India, 1,294 tons.

1869—Edward, Arthur & Wm. D. Sewall, ship Tabor, 1,339 tons.

1869—James M. Hagan, ship Jamestown, 1,888 tons.

1870—Chapman & Flint, ship St. John, 1,885 tons.

1871—H. L. Houghton & Brothers, ship Columbia, 1,471 tons.

1871—Wm. V. Moses & Sons, ship North Star, 1,374 tons. Captain Charles Owen.

1871—Goss & Sawyer, bark Besse, 842 tons.

1871—Goss & Sawyer, schooner James Ford, 628 tons.

1871—J. P. Morse & Co., ship Harry Morse, 1,365 tons.

1871—E. & A. Sewall and others, ship Eric the Red, 1,580 tons.

1872—Wm. D. Sewall & Sons, ship Carrollton, 1,450 tons.

1872—Wm. V. Moses & Sons, ship Invincible, 1,400 tons.

1872—Goss & Sawyer, schooner Charles H. Lawrence, 621 tons.

1873—E. & A. Sewall, ship Sterling, 1,731 tons.

1873—Goss & Sawyer, schooner Alfred Brabrook, 562 tons.

1873—Goss & Sawyer, schooner Charles F. Lampson, 534 tons.

1873—Goss & Sawyer, schooner B. B. Church, 513 tons.

1873—Goss & Sawyer, schooner Wm. H. Jourdan, 497 tons.

1873—Goss & Sawyer, schooner Ralph M. Hayward, 487 tons.

1873—Arthur, Edward & Wm. D. Sewall, ship Granger, 1,526 tons.

1873—Arthur, Edward & Wm. D. Sewall, ship El Capitan, 1,493 tons.

1873—Chapman & Flint, ship W. R. Grace, 1,892 tons.

1873—Goss & Sawyer, ship John H. Kimball, 1,266 tons.
1873—Wm. Rogers, bark Cohisa, 1,189 tons.
1873—Adams & Hitchcock, schooner Ellen M. Golder, 651 tons.
1873—Adams & Hitchcock, schooner Stephen Davol, 743 tons.
1873—D. O. Blaisdell, schooner J. H. DeWolf, 488 tons.
1873—Hagan & Thurlow, bark H. J. Libbey, 621 tons.
1873—Hagan & Thurlow, bark B. Webster, 584 tons.
1873—Deering & Donnell, schooner George Shepherd, 586 tons.
1873—Alexander Robinson, schooner, C. F. Baker, 566 tons.
1874—Deering & Donnell, schooner W. S. Shepherd, 475 tons.
1874—Alexander Robinson, schooner D. O. Whitwell, 631 tons.
1874—Jewell Brothers, schooner Henry C. Winship, 497 tons.
1874—Goss & Sawyer, bark E. H. Kingsman, 1,112 tons.
1873—Albert Hathorn, schooner Anna E. Kranz, 682 tons.
1873—Vessels built in Bath during the year: 7 ships of 10,807.69 tons; 1 brig of 392.45 tons; 5 barques of 4,251.54 tons; 38 schooners of 13,216.02 tons; 2 sloops of 85.36 tons, and 6 steamers of 251.03 tons. Making a total of 59 vessles and 29,004.09 tons.

CUSTOM HOUSE OFFICERS IN THE DISTRICT OF BATH.

1780—Bath made a port of entry.
1780—David Trufant, first Collector
1789—William Webb, Collector of Customs at Bath.
————The first Custom House on the hill west of Magoun's store. Still standing.
1789—Joshua Raynes, Surveyor under Mr. Webb.
1792—Joshua Shaw, likewise Inspector.
1796—Stephen Coombs, also Inspector.
1796—Moses Couillard, Inspector.
1798—Thomas Clapp, also Inspector.
1800—Richard Kimball, Surveyor.
1804—Dudley B. Hebbert appointed Collector.
1811—Joseph Torrey, Surveyor.
1817—Joshua Wingate, Collector.
1813—J. B. Swanton, Deputy Collector.

1820—Joseph F. Wingate, Collector.
1855—Joseph F. Wingate, Representative to Congress.
1824—Mark L. Hill of Phipsburg appointed Collector. Henry B. Webb, Deputy Collector.
1824—John B. Swanton appointed Collector. J. B. Swanton, Jr., Deputy Collector.
1829—Wm. King appointed Collector.
1837—Joseph Sewall appointed Collector.
1841—Parker Sheldon, Collector.
1845—Alfred J. Stone of Brunswick, Collector.
1846—Amos Nourse, Collector.
1837—From this date until 1866 E. S. J. Nealley, Deputy Collector.
1847—John H. Humphrey, Collector.
1850—Benjamin Randall, Collector.
1858—Custom House and Post Office built. Cost $100,000.
1850—David Brownson, Collector.
1853—Charles M. Bodfish, Collector.
1857—Joseph Berry, Collector.
1860—James H. Nichols, Collector.
1861—Roland Fisher, Collector.
1866—E. S. J. Nealley appointed Collector.
1874—Mr. Nealley still continues Collector.
1866—Elisha Clark, Deputy Collector.
1874—Mr. Clark still continues Deputy Collector.
1866—John H. Raymond, Deputy Inspector.
1874—Mr. Raymond still continues Inspector.
1871—Edwin A. Morse, Surveyor and store keeper.
1874—General F. D. Sewall of Bath, appointed Supervisor for Internal Revenue Customs for the New England States.

STEAM NAVIGATION ON THE KENNEBEC RIVER.

1818—Steamer Tom Thumb, about 25 or 30 feet long; owned by a Mr. Dodd. She left Boston in tow of a packet, who took her as far as the mouth of the Kennebec, when she cast off and steamed up the river against the tide. She created quite a sensation on her arrival, as no one had ever seen a steamboat

before. She was an open boat, and her machinery all in sight, with side wheels. She took excursions up and down the river.

1822—Steamer Kennebec was fitted up on Governor King's wharf. The machinery was put into a river flat scow by Seward Porter for excursions in shoal water. She had hardly power enough to stem the current, her engine being too small.

1823—Steamer Enterprise ran up river.

1823—The steamer Waterville was fitted up by Capt. Porter's enterprise.

1823—Mr. Porter obtained some assistance from Bath and Portland in order to establish steam communication between Maine and Boston. He went to New York and purchased the then fine steamboat Patent. After stopping at Boston and Portland, she arrived at Bath Aug. 7, 1823.

1823—Aug. 12, the Boston Courier says the Patent arrived seventeen and a half hours from Portland. The fare from Bath to Boston was seven dollars.

1825—The Kennebec Steam Navigation Company established. The Lexington run from Boston to Portland; the Patent from Portland to Bath; the Waterville from Bath to Augusta; and the Maine from Bath to Boothbay, Owls Head, Machias and Eastport. This arrangement could not be sustained.

———Packet steamer Eastern Star ran to Boston. Commanded by Captain Samuel T. Donnell. Owned by Captain James Wakefield and others.

1826—The Lexington ran through to Boston. Fare $6.00. She was commanded by Captain Caleb Heath.

1827—The Lexington continued. Fare $6.00.

1827—The Patent ran from Portland to Bath and Eastport.

1827—The Experiment ran from Bath to Augusta.

1828—The Lexington ran from Bath to Boston, and the Waterville and Experiment to Augusta. Fare $1.25. The Tom Thumb likewise ran to Augusta.

1828—The Patent employed as a tug boat.

1829—The Connecticut came here and went to Gardiner.

1830—The Waterville ran to Augusta.

1831—The Waterville, Captain William Herriman, ran to Augusta.

1832—The Waterville, Captain Smith, ran to Augusta.

1832—The Patent, Captain Waterman, ran to Portland. Fare $1.50.

1833—The Hancock, Captain D. Morse, ran to Augusta.

1833—The Chancellor Livingston ran to Boston.

1833—The Charter Oak ran to Boston.

1833—Steamer J. W. Richmond burnt at Gardiner.

1837—Steamer New England lost by coming in contact with a schooner.

1849—From this date to 1854 the steamer Ocean ran from Gardiner to Boston.

1854—Steamer Ocean, in coming out of Boston harbor on a clear evening about five o'clock, came in contact with the British Steamship Canada, and stove in so as to upset the stove and set her on fire.. Many of the passengers jumped overboard and eight or ten were drowned. Hiram Wing of Bath, was one that lost his life. Other steamboats ran here, among them were the Vanderbilt, Clifton, Huntress, Penobscot and M. Y. Beach.

186——Stephen Larrabee and ——— Allen built the steam gun boat Kalardon for the Government. She was 176 feet and 6 inches long, and 560.44 tons and carried 12 guns. Her engine was 300 horse power. She was a double ender.

1864—June 19, battle between the Kearsarge, American, and the Alabama, British, which resulted in the sinking of the Alabama. This was the first battle ever fought between two steamships. The Alabama was under the Confederate Flag.

1865—Steamship Montana, 1,003 tons, ran to California. Built by Charles Davenport, Gilbert E. R. Patten, George F. Patten, John Patten, James T. Patten, George M. Patten and John S. Elliott.

1866—Steamship Idaho ran from San Francisco to Oregon. She was 1,077 tons burthen. She was built by George F., James F., John, James T., George M. and Capt. Jarvis Patten. They finally sold her in San Francisco.

1874—Steamer Spray and Sasanoa ran from Bath to Boothbay for several years.

MISCELLANEOUS.

1603—Capt. George Weymouth kidnapped and carried away five of the natives. This was at St. Georges Island, east of Pemaquid.

1620—Previous to this date, a great many natives had been kidnapped by the whites and carried off to different parts of the world and sold into slavery. Therefore, when the Pilgrims went to Cape Cod, the Indians were very shy and jealous of them. Three natives were seized south of Cape Cod, and one of them escaped, and enticed others to take revenge.

1614—Capt. Thomas Hunt enticed twenty-four of the natives on board of his ship, put them under hatches, and sailed for the West Indies to sell them into slavery. But the Spaniards refused to buy them, and some of them found means to escape back to their own country. They contracted such a hatred against the whites, that they studied nothing but revenge, and contriving secretly with their friends how to bring it to pass. [Hubbert's History of New England, Pages 39 and 40.]

1622—Mr. Weston's plantation at Weymouth, Mass., getting short of provisions, stole corn from the Indians, which created a disturbance.

1623—The third year after the Pilgrims settled at Plymouth, they were so short of provisions, that they had nothing to subsist upon for several months, except fish and clams. They sent a vessel east to get corn, whether of the fishermen or at Pemaquid history does not say. But the Plymouth settlers were very careful to use the natives well; consequently they were friendly and many of them became christianized through the preaching of the Rev. Mr. Elliott and others.

Some of the early voyagers in this section got a number of natives to haul a cannon by the drag ropes, and on getting them in range, touched off the gun and poured a charge of grape shot into them, which made a great slaughter.

1644—A great slaughter amongst the settlers in Virginia by the natives; whereby three hundred of the settlers were suddenly cut off. [Hubbert's History of New England, Page 411.]

1677—There were nine persons killed by Indians at one time, on

Arrowsic Island. One man on Parker's Island, in order to escape the Indians, jumped into Back River to swim across to Arrowsic, and the Indians followed in a canoe and were fast overtaking him. To save his life, he turned and caught the side of the canoe, and with a sudden jerk, upset the frail bark and precipitated the Indians into the river, which gave him a chance to make his escape, and he finally reached the garrison.

A family living on Arrowsic near Hurl Gate, was visited by a squaw one evening, who desired to stop for the night. A girl living in the family, fearing the squaw, went into the corn field and hid herself until late at night, when she heard an outcry in the house. She took a canoe and paddled across the river, and made her escape to the next settlement. The squaw had unfastened the door and let the Indians in, and they murdered the family.

1758—One year before Quebec was taken, a party of Indians assailed a Preble family below Day's Ferry in Woolwich, and shot the father in the field. The hired man ran for life and the Indians after him. They shot and scalped him before he got to the fort on Preble's Point. The mother heard the firing, and in the act of taking down the gun over the fireplace, an Indian shot her dead. The savages took the rest of the family and started for Canada. One child was an infant, which they dispatched before they got far; one girl was sold to a French lady, and got so attached, that she would not return with the rest, but went to France with the family. After the war was over, their grandfather General Harnden, went to Quebec and brought them home, consisting of four children and the hired girl; their names were Samuel, Ebenezer, Rebecca and Mary. The son Samuel Preble, lived on the farm until his death in 1805. Capt. George A. Preble of Bath, is the only surviving descendant of the name, and locates the spot. This farm is now owned by Alfred Trott.

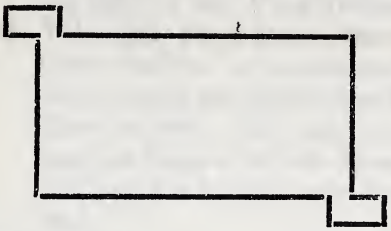
1758—At this time, there was a garrison at Day's Ferry and another at Preble's Point, Arrowsic Island.

1660—This Island was owned by Clark and Lake, who built forts; and this fort was supposed to have been built about that time.

1800—The old garrison was sold to Mr. Wiggin of Abbedegasset

Point, Bowdoinham, by Jonathan Preble, who lived in it up to 1795. The old cellar is still to be seen.

This garrison was 44 x 26 feet with flankers, thus:



Timber one foot square. The garrison was two stories high; the upper story projecting.

1649—John Richards bought the Island of Robinhood.

1654—Richards sold to Thomas Clark and Roger Spencer. Soon after Spencer sold to Thomas Lake.

1670—Thirty families on the Islands.

1685—No Printing Press allowed in New York. James II. on the throne.

1714—Garrison by P. Drummond at Winnegance Creek.

1714—Joseph Watts built a fort at Butler's Cove, Arrowsic. This garrison was built of brick, and had flankers and mounted cannon.

1718—Mr. Watts and Mr. Preble were the only families left; all drove off by the natives.

1720—Garrison at Mill Cove by Joseph Berry.

1754—Fort Western built at Augusta.

1755—Fort Halifax built at Winslow, opposite Waterville.

1761—Pownalborough Court House Dresden, built.

1750—Garrison built by John Lemont, West Bath.

1718—New Orleans founded by the French,

1745—Louisburg taken by troops from New England.

1761—Havana taken by English and American troops.

1770—Spinning Ginnies invented.

1779—Battle at Bagaduce, Castine.

1779—A corporation was formed to unite the Kennebec waters with the New Meadows River, for the transportation of lumber. Did not answer the purpose intended on account of the waters of the Kennebec not being high enough for a run. John Peterson main proprietor.

1774—Capt. John Clark was one that was disguised as an Indian and helped throw the tea overboard in Boston harbor. He afterwards moved to Bath, and was an Englishman by birth, and father of Mrs. Peleg Tallman. He died aged 94 years.

1780—This winter the river was frozen as far down as Phipsburg Center, and the ice was sufficiently strong to bear teams. That winter a mast was hauled from Potter's mills through Fiddler's Reach to Bath. The snow was over four feet deep. Casco Bay was frozen as far into the sea as the Island call the White Bull, and was traveled upon from Harpswell Island to Portland.

1792—From this date to 1794 the small pox prevailed here to an alarming extent. A hospital was established in the woods near Donnell's pond, but the deaths were not numerous.

1874—Since 1838 there has been nearly eight thousand people buried in Bath.

1764—Col. Dummer Sewall came to Bath. And to show what the early settlers had to contend with besides the Indians and wild beasts, after he got his cabin and barn built, he offered a cow to make a cart road to the barn through the forest.

1758—Bath was called the Twenty Cow Parish.

1766—The Lithgow house built at Fiddler's Reach.

1765—From this date until 1770, the best of hard wood sold to the coasters for sixty-two cents per cord. Hauled out by Col. Dummer Sewall.

1777—The gun that is now on the Park, was taken from an English ship and mounted on Cox's Head. Afterwards taken up to Hallowell; people from Bath brought it back and mounted it on the hill, High street.

1814—Time of the alarm it was mounted on Davis' wharf. They sent to Boston and had a carriage made for it which was condemned, and old Capt. Waterman of Bath built one that has stood till within a few years, although exposed to the weather.

1777—Joseph Stockbridge was a Sergeant in General Lafayette's Light Infantry during the Revolution. Afterwards Captain in the Militia.

1814—At the alarm he was orderly Sergeant in an exempt company, Bath.

1800—From this date until 1804, Bath people had to send to Wiscasset for hard ware for building houses.

1802—Martin Cushing built forty houses where G. F. Patten's house is, and shipped them to the West Indies, and sent out men to put them up on contract.

1805—Capt. William Sylvester accumulated $40,000 in the East India business, and came here under the firm name of Sylvester & Lee. They failed in 1812, and Sylvester went to the East Indies and died.

1806—There were sixty two-story houses built in Bath.

1797—Col. John Reed of Topsham died and was buried under arms. The Bath Artillery with their guns attended the funeral with two companies of Infantry, and a troop of horses.

1808—John Ripley carried on a brass foundry at the south end.

1873—Mr. Ripley died aged 99 years and 6 months.

1814—September, Lieutenant Baker shot by Nathan Ames on South Hill, while inspecting arms.

Col. Dummer Sewall in early days, built a mill where Charles Sewall's mill now is, and he found a foundation where there had been a former mill, of which there is no account, and he had lived on the place two years before he knew there was a stream there.

1820—The Maine Gazette published by Torrey & Simpson. The first paper ever started in Bath.

1824—The Maine Inquirer published by Thomas Eaton.

1821—Light established on Pond Island.

1821—Burnt Island light established.

1821-22—Flour $4.50 per barrel at retail.

1820—The 200th anniversary of the landing of the Pilgrims at Plymouth. Celebrated by the inhabitants of Bath by an oration from Abraham Hammett, the military escort and a dinner of parched corn and clams.

1826—A great famine in Ireland.

1802—Capt. Asa Palmer, Sr., settled in Bath. He was in the Revolution.

1777—He was out in a privateer and took a British brig loaded with stores for our army encamped at Valley Forge, which relieved their sufferings.

1873–74—Twelve feet of smow fell.

———The first ropewalk ever built in Bath was erected by William Gray of Boston, on Center street. A. Hammett, superintendent.

———The next ropewalk built by Samuel Nable on Western Avenue.

———A twine factory by Mr. R. Dresser, High street.

———John Smith enlarged it and made heavy cordage.

18——The last by G. & J. Donnell from Newburyport. Steam patent ropewalk.

1809—Embargo on our ovessels.

1809—Jan. 2d, brig Mary Jane with a load of lumber, ran past the fort to the West Indies and sold brig and cargo for a big prize. At this time, lumber brought $100 per thousand in the West India ports.

1809—February, The ship Sally of 350 tons, ran past the fort and made a voyage to London, and sold ship and cargo and made a great voyage. They carried two captains, one American and the other a Scotchman, and a super-cargo.

1800—Great trouble between the proprietors of land on the Kennebec and the settlers called Squatters.

1810—The settlers armed and visited the proprietors. (Jason Chadwick, while carrying the surveyors chain for the proprietors, was killed by an armed party from the woods; the party was taken and lodged in Augusta jail. The squatters raised an armed body to rescue them; the militia were called out to prevent the rescue; the squatters still kept disguised as Indians, threatening an attack on the jail. They were tried in the Supreme Court and acquitted by a jury, which consumed two weeks in the trial.

182——When General Lafayette came to Portland on a visit, the people of Portland had to send down to Phipsburg forty-five miles, to borrow a barouche of Capt. Parker McCobb, which was the only vehicle of the kind in these regions.

1815—Salmon sold in Bath for 3 cents per pound.

1816—Was what was denoted the cold season; no corn raised. June 8, the ground covered with snow.

1817—The farmers got discouraged and sold their property and

moved West, mostly to Ohio. General William King had a cargo of corn come in, and he would not sell over two bushels to any person, and he trusted it out all through the country. William King by his extra perseverance, got the betterment act through which very much relieved the farmers. Corn at this time was $2.50 per bushel.

1817—From this date until 1820, people were moving West in order to raise something to eat. No money in circulation.

1820—From this date until 1823, all kinds of produce were very low and no money to buy with; every thing barter and a very little labor, and low wages. Mechanics' wages from 75 cents to $1.00 per day; laborers, from 50 cents to 75 cents; a good dressmaker or milliner 25 cents a day, and work from sunrise till sunset and glad to get work. Kitchen girls got 25 to 50 cents per week, and work all the time at kitchen work, sewing, knitting, or otherwise until nine or ten at night.

Here is some of the prices of provisions: Flour $4.50 to $5.00 per barrel; Corn 50 to 60 cents per bushel; Beef by the quarter, $2.50 to $3.00 per hundred weight; Pork $4.00 to $5.00 per hundred weight; Potatoes 10 to 25 cents per bushel, Apples 10 to 25 cents per bushel; Butter 10 to 25 cents per pound; Mutton 2½ to 5 cents per pound; Chicken 3 to 5 cents per pound; Turkeys 5 to 8 cents per pound; Cheese 5 to 10 cents per pound; good Hard Wood $2.50 to $3.50; Hemlock $1.00 to $1.25; Pine 75 to 85 cents; and all other produce in the same proportion.

1832—Maine Enquirer published by John G. Harris.

1836—Crops cut short all through the United States.

1837—January and February, flour $14 per barrel, and short weight.

1837—Banks all through the United States stopped specie payment.

1838—War with the Seminole Indians in Florida, continuing through 1839 and 1840.

1849—Madawaska war.

1843—The ship Massasoit, Capt. C. C. Dinsmore, fitted out at Bath as a whaler. After an unsuccessful voyage, she returned and was wrecked at Fiddler's Reach in coming up the river without steam.

1853—Gas introduced in Bath.

1846—Mexican war, which laid the foundation of the settlement of California and opening the gold mines.

1851—Oct. 23, John Henry, a shipbuilder of Bath, died in the cars at South Berwick, Me.

1853—Bath Mutual Marine Insurance Company Incorporated. David C. Magoun, President; George Prince, Secretary.

1854—Edward K. Harding, President; G. C. Moses, Secretary.

1857—E. K. Harding, President; G. C. Moses, Secretary.

1856—Maine Mutual Marine Insurance Company Incorporated. John Fisher, President; Franklin Reed, Secretary.

1857—Was a very cold winter. January 23, 22 degrees below zero at sunrise, 11 o'clock 13 below, sundown 13 below; Jan 24, 35 below; Jan. 25, Patrick Sullivan froze to death on the ice; Jan. 26, 16 below; the river froze to the Reach two feet thick. A gang of men cut a channel from the Reach up to Moses wharf to get out ships. Feb. 12, 17 below; Feb. 18, 67 above zero; ships got out; March 10, 10 below.

1855—Spike Factory put into operation by G. M. & James T. Patten.

1857—Feb. 12, General Joseph Berry failed.

1857—June 21, weather continued cold.

1857—Dec. 23, 1:30 P. M., a shock of an earthquake.

1858—January, hauling ice from Sewall's pond and loading several ships and schooners for New Orleans, Washington and Charleston for a Boston Company. Ice not frozen in Massachusetts.

1858—The old Custom House sold by the Government. Now Sagadahock Bank.

1858—A tremendous thunder storm. Benjamin Rackliff's house struck and his wife killed, the first person ever killed by lightning in Bath.

1858—Capt. Seward Porter died at Gardiner. He was the first starter of steamboats on the Kennebec.

1870—A slight shock of an earthquake.

1848—California gold mines opened.

1849—Nov. 10, ship Hanover lost on Pond Island Bar with all hands. Captain Rogers.

1849—July 4, the cars ran to Boston.

1851—April 16, Minott's Ledge Light House carried away.

1851—February, ice froze to the Reach. Strong enough to bear teams.

1852—June 19, Ex-Governor Wm. King buried.

1851—Oct. 24, Daniel Webster died.

1852—Oct. 25, Steamer Daniel Webster burnt.

1854—Steamer Ocean ran into by Steamer Canada in Boston harbor.

1861—April 11, the first shot fired in the rebellion at Fort Sumter, South Carolina.

1862—Sentinel and Times published by James M. Lincoln.

1867—April, flour was $18.00 per barrel.

1869—Sept. 8, a great gale blew down the North Street Church.

1870—An extremely hot summer; wind prevailed south.

1804—Capt. Lewis and Capt. Clark were the first white men that ever crossed the Continent of North America. They in boats from St. Louis, May 14, 1804, with about forty men, proceeded up the Missouri River to about 47 degrees north latitude, and encamped on an island for the winter, and built a fort.

1805—In the spring they proceeded up the river to its source, and at the Great Falls were obliged to leave their boats and transport all of their luggage by manual labor for a long distance up the Rocky Mountains. Finally they met with friendly Indians, of whom they procured horses for their luggage. Their provisions failed, and they were obliged to live on horses, dogs and roots. They struck the Columbia River, and built boats and passed down the river to the Pacific Ocean. They returned, and arrived in the City of Washington Feb. 1807, to the great joy of all the people of the United States.

1015—A law was passed in England forbidding parents from selling their children in England.

1750—In June the British Parliament passed an act prohibiting any slitting mill, or forge, or iron works in America.

Previous to the Revolution, no timber was allowed to be carried to England by American vessels, except in sloops.

No man allowed to leave Great Britain that was a mechanic or manufacturer.

1815—Bernard C. Bailey came to Bath from Hanover, Massachusetts. He was a clerk in the store of Jonathan and Zina Hyde, and grew up in the interest of the Town and City of Bath. His

grandfather Col. John Bailey, commanded the 2d Massachusetts Regiment in 1775. This regiment was one that fortified Dorchester Heights on the night of March 4, 1776; his son Luther was Adjutant of his father's regiment; and in the following summer, was in and round New York; was in the battles of Trenton, Princeton and Monmouth, and the surrender of Burgoyne in 1777, and served through the Revolution with reputation. [Taken from the Memorials of Massachusetts and Cincinnati, Page 217.]

After Mr. Bailey got through with his clerkship with the Messrs. Hyde, he entered into business with Capt. Edward Wood, dry goods and groceries and packets from Bath to Boston. He superintended the building of the steam ferry boat from Bath to Woolwich in 1837. In 1838 he built and ran a steam saw mill at the foot of Oak street. He became a successful merchant and ship owner. In 1853 and 1854 he was Mayor of Bath, and is now President of the Marine National Bank of Bath. His son Col. Samuel D. Bailey, is a successful merchant and ship owner in Bath, and was Mayor of the City of Bath in 1870.

Jonathan and Zina Hyde successful merchants in Bath; came from Connecticut. Both of them filled important town offices, and Zina was elected several years Representative to the Legislature. In 1814 he attended an auction sale of English goods from a prize ship that was sent into Belfast, Maine, and he made heavy purchases with good success. In 1821 he entered largely into the dry goods business, and subsequently into the ship chandler business, and was very successful. In 18— he took into company John B. Swanton, under the firm of Z. Hyde & Co., and now the firm of Swanton, Jameson & Co. J. B. Swanton is great grandson of Capt. William Swanton who built the first ship ever built in Bath in 1762.

GEORGETOWN CONTINUED.

1679—Sept. 6, this may be regarded as the first regular incorporation of a town on the Kennebec River. And the name of the town was Newtown, situated on the south end of Arrowsic Island on the Kennebec side of the Isle above Squirrel Point.

1679—Sixty persons were living on Stage Island where they had been driven by the Indians from all the settlements on the river. A petition was addressed to Edmund Andros Lieutenant and Governor General under his Royal Highness of New York and Pemaquid, and other territories in America.

I do hereby in his majestic name, grant and confirm unto John Ryford, Lawrence Dennis, John Buttery, Thomas Parker, John Cook, John Parker, William Bidford, David Oliver, James Twisdell, William Baker, Henry Coombs, Hosea Mallett, John Verring, Andrew Bickford, John Breame, John Cole, Edmund Webber, James Verring, John Cook, Jr., Francis Lowd, William Hones, John Riley, John Bishop, Lawrence Bickford, Jasper Miller, John Moulton and others, their associates or successors, to settle a township upon the southern end of Arrowsic Island, not improved, a little above or northward of the first marsh or meadow ground upon the main river or western side of said Island, and to have and enjoy so much planting or meadow as they or either of them may have occasion for, extending across the Island. And I do further in his majestic name, give and grant unto the said persons, their associates, heirs or successors, to be a township and have a yearly choice of a Constable and four Overseers or Assistants for ordering all their general or town concerns, and said Constables, Overseers and Assistants being confirmed and sworn by the court of sessions at Pemaquid or other places of these parts, or any three or more of them, the Constable, or in his absence the first Assessor, being one to keep court quarterly or oftener upon extraordinary occasions, with full power and lawful authority to summon persons, administer an oath, and to hear and determine all matters not exceeding five pounds. And upon the choice of the said inhabitants, I do for this present year, authorize and appoint John Ryford to be Con-

stable, and Lawrence Dennis, John Buttery, Thomas Parker and John Cook, to be Overseers and Assistants, with power and authority to act as above for the good and welfare of the township according to law.

Given under my hand and seal at Sagadahoc, this sixth day of September, one thousand six hundred and seventy-nine, and in the thirty-first year of his majesty's reign.

(Signed) E. Andros.

This was under the new patent taken out by the Duke of York in 1673, and a true copy from the original.

WEST BATH.

1844—Feb. 14, West Bath Incorporated.

This part of the town of Bath, was settled before the eastern part. Along the banks of the New Meadows River and at Mill Cove were the first settlements. Foster's point was early settled.

1739—Berry and Sears built a double saw mill.

1749—Second saw mill built by Berry.

1750—The first grist mill built by Berry and others.

1763—Third saw mill built by Berry and others.

1782—Fourth saw mill built by Berry.

1783—Second grist mill built by Berry.

1806—Fifth saw mill built.

1812—Fourth grist mill built by David Ring & Sons, Francis Winter and Mitchell.

Mr. Berry's land commenced at the Kennebec River, running west to New Meadows River, and 120 rods wide. The first mill Mr. Sears sold out to Mr. Berry, and built a saw mill at the Cove half a mile south, called Sears' Cove. A few years since the last mill was burnt at Mill Cove, and has not been rebuilt up to 1874. It was owned and occupied by Benjamin Brown, —— Ring, Albert Mitchell and Joseph Winter.

Mr. Berry was an Englishman by birth. He built a large house and kept a tavern, which was the first house for entertainment ever kept in Bath. On the hill north of the mill,

they built a two-story garrison of timber twelve inches square, the upper story projecting to protect themselves against Indians. This block house stood until after the capture of Quebec by General Wolf in 1759. It was taken down by Mr. Berry, and three houses built of it for his three sons on the west side of the mill pond, on three separate lots thirty rods wide, and extending east to Winnegance Creek. Names of these sons, Nathaniel Berry, Samuel Berry and James Berry. John Berry's farm is now owned by Benjamin B. Richardson on the hill east of the road. John Berry's son ——— was a tanner by trade, and when young moved to New Hampshire, and in —— was elected Governor of that State.

Joseph Berry, Jr., settled in Topsham, and was taken by the Indians and carried to Canada. One afternoon Mr. Berry saw Indians lurking about on the south side of the Cove; he therefore prepared himself for them by setting a blunderbuss well charged, so as to rake a plank they had to pass. He set the mill to going, and at last heard the plank rattle, when off went the blunderbuss and an Indian squawked; and the next morning blood was to be seen but no Indian. And it was ascertained after the war, that one of them was shot, and his comrades lugged him off, and he died of his wounds.

Mr. Berry's mills brought other settlers into the neighborhood; among them were David Ring and —— Mitchell, who were owners in the mills; likewise Francis Winter, Esq., and Benjamin Brown an English weaver by profession, and grandfather of Ezra Brown; he married a sister of Mr. Berry's. Mr. Brown taught his wife and some other women to become excellent weavers. In those days people raised their own wool and made their own cloth. George Coombs married another one of Mr. Berry's sisters; he had a son Peter who was deaf and dumb. He was on board of the ship Black Prince, built in Bath by Capt. Swanton, when she had the battle with the English ship in the Revolution, and it was said to have been amusing to see him act out the cowards in the battle who skulked.

Jonathan Osgood, Sr., a shoemaker, came from Salsbury, Mass. He died aged 91 years. He married Joseph Berry's

daughter Elizabeth. She was deaf and dumb; she was 96 years old when she died. Benjamin Berry, brother to Joseph Berry, Sr., was deaf and dumb; formerly lived in Scarboro. Benjamin and two other men were cutting hay, they deposited their guns with their dinner; while mowing they discovered three Indians making towards them; the two men started upon the run for home, but Benjamin ran for the guns, caught up one, pointed it at the Indians, and made a terrible noise; he laid that down and picked up another, thereby letting the Indians know that he was prepared for them, thereby frightening them off. He then shouldered the guns and other things and went home, where he found the two cowards; and his wrath was terrible by gestures and unearthly noises as a dumb person makes.

General Joseph Berry was born in West Bath, and was great grandson of Joseph Berry, Sr. He was a large shipbuilder and owner, and collector of the port of Bath. On the hill south of the Mill was a school house, which was burnt about 1803. Master Patch taught school here. Before this house was built, there was a school kept at Mr. Mitchell's house, grandfather of Albert Mitchell who lives on the same premises. At one time it was kept by an Irishman.

———David Ring and others built a brig on the south side of Mill Cove.

Samuel Lombard lived half a mile below the mills; he was shot in the thigh and taken prisoner by the Indians and carried to Canada; and he carried the ball to his grave when he was ninety years old. He came from Barnstable, Cape Cod. His wife was a doctress, and very skillful. Her practice was from Merry Meeting Bay to Phipsburg Center, and the only one of profession until Doctor Duncan came to Bath. There were no carriages at that time, and the messenger went on horseback and took Granny Lombard on a pillion behind him through the woods for many miles, through snow and rain storms. Her fee was one silver dollar as midwife.

Capt. J. M. Mitchell lived here. He was a soldier all through the Revolution, and was encamped at Valley Forge in that terrible winter of 1777.

Capt. Reuben Rich lived half a mile north of the mills. In 1817 he went out in a brig belonging to John Richardson, and never was heard from after. Reuben Rich his son, still lives on the same farm.

After the Revolution, Joshua Shaw built vessels here at Short Cove, near Mr. Brown's house. In 1793 Mr. Shaw went into the country and purchased four hundred acres of land on credit, and swapped it off with Samuel Berry for the old homestead farm. He then sold the farm to Esquire Winter for cash; he then purchased the land from High street to the river, including Shaw's point where the weight of business now is at Long Reach. This territory he sold off in lots for 40,000 dollars. He was Representative from Bath to the Massachusetts Legislature, and filled other important offices. He afterwards purchased Hunnewell's Point at the mouth of the Kennebec River, and built what is called the Mansion House, now owned by Mr. Erving. Here he carried on the salmon, shad and other fisheries on a large scale.

Rev. Francis Winter was born in Boston Dec. 3, 1744. He graduated at Harvard College in 1765, and became pastor of the First Congregational Church Bath, in 1766. In 1768 he married Miss Abigail Alden; in 1771 they started on horseback on a visit to her sister in Connecticut, performing the journey there and back to Boston. His wife became so much exhausted that he exchanged one of the horses for a carriage called a chair; this being the first carriage that ever came through from Yarmouth. He hired two negroes to accompany them, to swamp a road for the carriage, they having a number of times to take the carriage to pieces, in order to get it over the windfalls or logs. On arriving in Bath, his parish considered it too grand for a minister to ride in a carriage; he was induced to sell it. In 1786 he retired from the ministry and attended to farming, milling and town business, and doing business for individuals. He was several times elected to the Massachusetts Legislature. Capt. Samuel Winter of Bath was his son, who was extensively engaged in commercial business; likewise an active man in public affairs. Joseph Winter that still lives on the old homestead, is his grandson.

The first settlers that we have any account of on Foster's Point, were Abel Eaton on the extreme end of the Point, George Williams further north, and John Williams his son.

Humphrey Purington, Sr., was a tanner by trade, where Simeon Purington now lives. In 1751 he was taken prisoner by Indians and carried to Canada; he took a canoe and crossed the river, and seeing some laborers in the field some distance from their guns, in order to play a trick on them, thought he would take their guns off to plague them; but the Indians were close by in the bushes, and they grabbed him and the guns, and one man was shot.

The ancient hunters of Bath for moose, beaver, bears and other wild game which gave winter employment for young men and brought in quite a revenue. Generally two brothers would start together, each with a hand sled, load on their traps with guns and ammunition, a piece of pork, a little meal, salt and snow shoes. Thus equipped, they started on foot sixty or eighty miles to the hunting grounds on some stream, then separate and each take a stream and build a brush camp, and agree to meet at a stated place in the spring, at the time of the river breaking up, then cut down a suitable tree and dig out a canoe, pack in their skins and furs and go down the river to a trading house, sell their furs for silver dollars, and return home. The Sebastacook stream, now the town of Hartland, was then a great place for game. They had no hotel bills to pay, for they killed their provision and cooked it themselves; such as moose, bear, rabbit and other meat. In this way they would realize one hundred dollars or more each, for their winters work. This hardened the young men to go into the Revolutionary War.

17——Samuel Whitney at Ireland, was taken prisoner by the Indians and carried to Canada and sold to the French.

The men of Bath born in the 17th century, were reckoned a half a head taller than the men of any other community in the country. There were no small men among them, and but a very few medium sized ones. They might well be called a race of giants in size and strength. There were but a very

few men that weighed less than 180 pounds, and from 5 feet and 6 inches to 6 feet and 2 inches in height.

David Lemont, Jr., born in 1779, is the only suvivor of these ancient fathers. The heaviest men among them were Capt. Levi Peterson, he weighed nearly 500 pounds, and Isaiah Crooker, Jr., weighed 360 pounds.

Hezekiah Purington lived in Bath near the old Turnpike Bridge, on New Meadows River. A grandson lives on the same farm at the present time. Mr. Purington was taken by the Indians July 24, 1751, together with the following persons: Samuel Whitney, Edward Hinkley, Gideon Hinkley, Samuel Lombard, Samuel Whitney, Jr., and Isaac Hinkley. Isaac Hinkley was killed in trying to escape; they were haying at the time on the farm now owned by Mr. Weston. There were nineteen Indians and one Frenchman in the party; nine belonged to the Norridgewock tribe, and the others were Canada Indians; a part of them were ransomed by a man named Peter Litchfield, who himself had been a captive, afterwards residing among them. The sum paid by Litchfield was 126 livres. The following memorial was sent to Governor Phipps, and endorsed on the back by Samuel Whitney and Hezekiah Purington.

To the Honorable Spencer Phipps, Lieutenant Governor and Commander in Chief for the time being, the Honorable, his Majesty's Council, and House of Representatives in General Court, Dec. 4, 1751. The memorial of Samuel Whitney and Hezekiah Purington humbly showeth, &c.

SOLDIERS' ORPHANS' HOME.

1866—Early in the spring of 1866, a few ladies in Bath, mindful of the *pledges* so freely given to the soldiers when they enlisted in the service of their country, *if* their families should remain to us a sacred charge, determined to move in the direction of establishing a home for Soldiers' Orphans. A meeting was called of two ladies from each of the religious societies in the city, and they organized under the title of the "Soldiers' Orphans' Home Association." The interest soon ex-

tended to the neighboring towns, and soon a fair was held, which yielded to the treasury of the association $2,000.

1866—On the 19th day of November, the Soldiers' Orphans' Home established by the exertion of Mrs. Sarah Sampson, wife of Col. Charles A. L. Sampson, who was in Washington and Virginia during the rebellion, attending to the sick and wounded Union soldiers. They first occupied a house on Walker street under a small rent, having but a few orphans. In December, 1866, they held a fair which realized $2,000 clear of all expenses, together with donations from individuals from different parts of the State, amounting in all to $6,686.34. Among the donators were Capt. John Patten $1,000 and Parker Morse $1,000, besides many small sums from time to time. In a year and a half, the orphans had accumulated, all under the care of Miss Sarah Farnham, who labored with untiring energy and faithfulness. The house being too small, the association assumed the rent of a house on High street, more suitable, and Mrs. Mayhew of Rockland, a lady well-known in the State for her labors among the sick and wounded in the camp and hospital during the war, was associated with Miss Farnham in the care of the family. Mrs. Mayhew was a lady well qualified to be a mother to these hapless children. Miss Farnham continued with great satisfaction until her marriage. Mrs. Mayhew was obliged to leave on account of ill health in 1873. She died June 22, 1874.

1870—An appropriation from the State of $15,000, through the energy of Mrs. Sampson, who took the whole family to Augusta, where they were introduced to the Legislature by the Rev. A. F. Beard. At this time the children numbered fifteen, and the trustees purchased the ancient Samuel Davis mansion on the corner of High and South street for $10,000. John Patten, president from the commencement up to 1871.

1870—Trustees appointed by the Governor: John Patten, J. P. Morse, N. A. Farwell of Rockland, and T. W. Hyde. Trustees appointed by the Association: Charles Davenport, Samuel F. Dike, E. S. J. Nealley. Lady Managers: Mrs. M. F. Gannett, Mrs. A. J. Fuller, Mrs. J. T. Howland, Mrs. S. F. Dike, Mrs. G. C. Goss, Mrs. T. G. Stockbridge, Mrs. James

Bailey, Mrs. John Shaw, Mrs. J. T. Patten, Mrs. C. A. L. Sampson. Finance Committee: John Patten, S. F. Dike, J. P. Morse. Treasurer of Board of Trustees, Charles Davenport.

1872—Nelson Dingley, Jr., President, Thomas W. Hyde, Secretary.

1873—Nathan A. Farwell of Rockland, President, Thomas W. Hyde, Secretary, Gershom H. Palmer, Treasurer. Finance Committee: Wm. E. Payne, James T. Patten.

1871—Appropriation from the State, $4.000.

1872—Appropriation from the State, $9,000.

1873—Appropriation from the State, $10,000.

1874—Appropriation from the State, $10,000.

1873—A fire in the basement of the home; and the smoke and water injured the house all through, for which they got $476 insurance.

There has been as many as seventy children at a time at the home, and the average from the commencement to the present time is fifty. Miss Goodale of Saco is the present matron [1874.] By a will of Horatio Ward of London, formerly a citizen of the United States, the Soldiers' Orphans' Home received $13,000 which was put at interest for the benefit of the Institution.

MINISTERS OF THE GOSPEL, RAISED IN BATH.

Congregational.—Rev. Geo. F. Magoun, D. D., President of Iowa College; son of Hon. David C. Magoun. Rev. Wm. Hyde, son of Henry Hyde, Esq. Settled in Massachusetts. Rev. Charles R. Palmer, son of Rev. Ray Palmer. Settled in Salem, Massachusetts. Alfred Ellsworth, son of Jeremiah Ellsworth, Esq. Edward S. Palmer, son of Asa Palmer, Esq.

Methodist.—Rev. Columbus Covell, son of Nathan Covell, Esq. Swanton Ranks.

Baptist.—Rev. Oakman Stearns, son of Rev. Silas Stearns. Settled in Newton, Massachusetts. Rev. Martin Anderson, D. D., President of Rochester College, New York. Rev. Henry Wyers. Rev. John Wakefield.

Universalist.—Rev. Stephen Bowles, settled in New York State.

Rev. Charles Tucker, settled in Biddeford, Maine. Rev. George W. Bicknell, pastor of the India Street Church, in Portland.

New Jerusalem.—Frank Sewall, son of Wm. D. Sewall, Esq.

OTHER NOTABLE MEN OF BATH.

Moses Owen, a popular poet. John A. Jackson, well known as a sculptor. He has kept a studio in Florence, Italy, for several years, though always making Bath his home. Edward Bovey, an eminent painter, of Boston. Son of Samuel C. Bovey.

OPENING AND CLOSING OF THE KENNEBEC RIVER FROM 1785 TO 1874.

Years.	Opened.	Closed.
1785	April 24.	
1786	March 21,	November 18.
1787	April 7.	
1789	April 4.	
1790	April 18,	November 26.
1791	April 3,	December 10.
1792	April 3,	November 23.
1793	April 1.	
1794	April 6.	
1796		November 28.
1797	April 4,	November 22.
1798	April 12,	November 23.
1799	April 13,	November 24.
1800	April 10,	November 28.
1801	March 25,	December 10.
1802	April 9,	December 16.
1803	March 22,	December 22.
1804	April 12,	November 19.
1805	April 2,	January —.
1806	March 15.	
1807	April 7,	December 18.
1808	March 29,	December 6.
1809	April 17,	November 23.
1810	April 10,	December 9.
1811	April 4,	December 14.
1812	April 18,	December 14.
1813	April 11,	December 21.
1814	April 6,	December 4.
1815	April 18,	December 2.
1816	April 20,	November 29.
1817	April 17,	November 25.
1818	April 12,	December 4.
1819	April 14,	December 5.
1820	April 15,	November 16.
1821	April 11,	December 1.
1822	March 29,	December 6.
1823	April 11,	November 16.
1824	March 28,	December 9.
1825	April 5,	November 22.
1826	April 2,	December 4.
1827	March 29,	November 24.
1828	March 25,	December 18.
1829	April 12,	December 3.
1830	April 1,	December 13.
1831	March 30,	December 2.
1832	April 16,	December 2.
1833	April 5,	December 14.
1834	April 3,	December 8.
1835		November 23.
1836	April 9,	November 27.
1837	April 14,	November 27.
1838	April 6,	November 24.
1839	April 6,	December 18.
1840	March 31,	November 28.
1841	April 5,	December 1.
1842	March 19,	November 28.
1843	April 19,	November 30.
1844	April 9,	November 27.
1845	March 31,	December 7.
1846	March 28,	December 2.
1847	April 19.	
1848	April 7,	December 21.
1849	March 30,	December 20.
1850	April 1,	December 7.
1851	April 7,	December 2.
1852	April 12,	December 16.
1853	March 28,	November 28.
1854	April 19,	December 2.
1855	April 7,	November 30.
1856	April 9,	December 1.
1857	April 2,	December 5.
1858	April 1.	
1859	April 2.	
1866	April 2.	
1867	April 10.	
1868		December 3.
1869		December 4.
1870		December 17.
1871	March 11,	November 29.
1874	April 1.	

AN

ADDRESS

DELIVERED AT BATH,

JULY 4, 1825,

ON THE

ANNIVERSARY

OF THE

DECLARATION OF INDEPENDENCE.

BY FRANCIS WINTER, ESQ.

BATH, JULY 4, 1825.

SIR—We have the honor to present you the thanks of the Citizens of Bath, for your patriotic and excellent Address of this day, and to request a copy for the press. With the highest respect we are dear Sir, your obedient servants,

BENJAMIN AMES,
BENJAMIN RANDALL, } *Committee.*
ZINA HYDE,

To Francis Winter, Esq.

BATH, JULY 5, 1825.

GENTLEMEN—In compliance with your request, so politely communicated, I herewith send to you the copy of the address delivered on the 4th inst. I remain, gentlemen, with sentiments of the highest esteem, your obedient servant,

FRANCIS WINTER.

To Hon. Benjamin Ames, Benjamin Randall
and Zina Hyde, Esq'rs, *Committee.*

It may be proper here to remark, that the orator, above eighty years of age, had but two or three days notice to prepare the following Address.

ADDRESS.

When I look around this house and consider the characters of which this numerous and respectable assembly is composed; when I see so many professional gentlemen, and others, who may be ranked among the literati of our country—men whose talents would enable them to address you with all the fire, energy and force of diction of a Demosthenes, or the sweet flowing language of a Cicero; and when at the same time I call to mind my own incompetence, my age and its concomitant infirmities, I should not be surprised if an universal tremor pervaded my whole system, and my mind be developed with too large a share or self diffidence. However, depending on your candor, on that candor which is the known characteristic of the ladies and gentlemen of Bath, I will without further apology, or exordium, essay, by divine permission, to discharge the honorable service assigned me.

Ladies and Gentlemen—You will permit me, with heartfelt satisfaction, to congratulate you on the return of this Anniversary, on the arrival of this auspicious morn, in which it is our privilege as well as our duty to celebrate the Birth Day of our Nation. It was a vehement expostulation of one of the ancient prophets, Can a woman bring forth before she travaileth, can a Nation be born a once? Who has seen or heard of such a thing? To the latter part of this interrogation, the sons and daughters of Columbia may in a qualified sense answer in the affirmative, and say, yes, we have seen or we have heard such an event, for the United States of America were born a Nation at *once*, as on This Day. The return of this Anniversary naturally and powerfully attaches our recollections to the scenes and occurrences of the Revolutionary War, which secured and confirmed to us this mighty boon—our Independence. And when we take a retrospective view of those scenes and occurrences, we find our souls overwhelmed with mingled sensations of joy and of grief; of joy, that it pleased the Supreme Governor of the Universe, that great and glorious Being who holds all human destinies in his hands, to crown

the efforts of our fathers and brethren with such great, such signal, I had almost said such miraculous success. That it pleased Him to compel the numerous, the well disciplined, the well appointed troops of Britain to *bow* to the prowess of the American arms, and those of them who survived the sanguinary contest, to return with unparalleled ignominy and disgrace to the country from whence they came. That it pleased Him who rules in the hearts of the children of men, and turns them as the rivers of water are turned, to convince the king and government of Britain, that it was impossible to subjugate and enslave a people determined to be free; that inclined their hearts to wish for peace; and forced them in the face of all Europe, yea, before the whole universe, to acknowledge that the United States ARE, AND OF RIGHT OUGHT TO BE, a free, sovereign and independent Nation.

What a basis was here laid for regret and humiliation to the inhabitants of Britain, those haughty islanders! And what a foundation to Americans for joy, exultation, praise and gratitude. Well may we adopt the language of holy writ, and say, "The Lord hath done great things for us, whereof we are glad. Bless the Lord, O our souls, and all that is within us, bless His holy name." Well may we rejoice in His providential government of the world. The Lord reigns, let the people of America rejoice! The Lord reigns, let the enemies of America *tremble.* Hallelujah! for the Lord God Omnipotent reigneth.

I observed that a retrospective view of the scenes and occurrences of the War of the Revolution afforded matter of grief, as well as of joy; of grief that so many of our worthies fell in the arduous and dubious contest by the bloody hand of the British soldiers, their German mercenaries and their Indian allies! Here we may pause and drop a tear over the ashes of a MONTGOMERY, a MERCER, a LAURENS, an ALDEN, and an amiable WARREN! This last may with propriety be called the proto-martyr for the liberties of his country. He had a liberal, a polished education; was an early, zealous, intelligent son of liberty; a member of the Massachusetts Convention, held near Cambridge at the commencement of the war, and by them appointed a Major-General in the army then raising. When it was planned to attempt to fortify the heights of Charlestown, Warren, with a smiling countenance and composed mind, left his colleagues, reciting that pat-

riotic verse of the Latin poet, "*Dulce et decorum est pro patria mori.*" He hurried away to Bunker Hill. There his ears were soon assailed by the noise of the warrior, and his eyes by the sight of garments rolled in blood! He and his brave militia gallantly defended their suddenly raised and weak rampart, twice repulsed the assaulting foe. A leaden messenger of destruction then pierced Warren's fair fabric, and he fell to the ground, lifeless and inanimate! Amiable Warren! I knew thee well. In life thou wast lovely and beloved, and thy death was deeply lamented by thy country. Yea, it was said that the big tear was seen coursing its way down the manly cheeks of the more generous officers of the hostile band; they too deplored thy premature exit.

If we needed matter to augment our grief, we might readily find it in the recollection of the hundreds and tens of hundreds of our countrymen, who, after being made prisoners of war, perished, miserably perished, for want of medical aid, suitable care, and wholesome diet, in lonely dungeons and pestilential prison ships, those Pandemoniums of Britain. WE REMEMBER! but WE FORGIVE.

Of those of us who lived in those times which are said emphatically to have tried men's souls; of us who then took an active part in the cause of our country, and by our voices, by our pens, or by our swords, aided in her emancipation from the tyranny of Britain, how few survive to celebrate this glorious event. Some do survive: That profound statesman, the venerable JOHN ADAMS, the second President of the United States, under our existing constitution, and the father of our present excellent President, is yet numbered among the living; but he has but a short, a slender hold on life, being now almost four score and ten years of age, and according to the course of nature must soon die. But (*O fortunate senex!*) his name, his fame, the memory of him shall never die! His long life has been devoted to the cause of his country. Before the Revolution, in the time of it, and in times subsequent, he has rendered essential services to his country, and for these services his country owes him a debt of boundless gratitude. We may next mention the illustrious, the philosophical JEFFERSON, the pride of Virginia, the boast of the Union. To these may be added the accurate and discriminating MADISON; the virtuous and patriotic MONROE; the brave and alert DEARBORN.

I should commit an unpardonable fault, and indeed my own con-

science would chastise me most severely, should I forbear to mention the gallant Frenchman, our nation's guest, the General De Lafayette. This illustrious personage, possessing a large stock of philanthropy, and an earnest desire that our exertions for independence might meet with success, left his native country, the fair realm of France; left his young and amiable wife, to whom he had been recently married; left his rich and noble connections, and a large fortune, amply sufficient to furnish him with all the comforts, yea, with all the delicacies and luxuries of life; traversed the vast Atlantic, hastened away to Congress and to Washington, and, with noble generosity, offered his purse and personal services to aid us in our holy struggle. He was soon appointed a Major-General in the American army; and at the head of our battalions risked his valuable and eventful life, gallantly combating our invading foe. Such was his influence with his king, and the French cabinet, that he procured from them not only pecuniary aid, but a large naval and land force, which greatly contributed to our success in the capture of Cornwallis and his veteran army. When peace was fully restored, he meditated a return to his native country. At this period, the person who now addresses you had the high honor and superlative pleasure of paying his respects to General Lafayette. Now, after a lapse of forty years, this hero of both hemispheres has returned to this his adopted and beloved country, and has met with a marked welcome and cordial reception from all orders and descriptions of men among us. It is the ardent wish, the devout prayer, of the good people of these United States, that the same beneficent Being, who at first infused into the soul of Lafayette his philanthropy and his other virtues; who taught his hand to war, and his fingers to fight; who covered his head in the days of our battles; who after his return to his native land, screened him from the fiery zeal and mad rage of an infuriated populace; who baffled the plans and frustrated the designs of kings and emperors to take his life; who supported him in the dungeons of Prussia, preserved him in the Bastiles of Austria; who has granted him life, health, strength, inclination and opportunity again to visit us. I say it is the devout prayer of the good people of this republic, that this same beneficent Being would still have Lafayette in his holy keeping; that now, when he is marching the down-hill road of life; that now, when gray hairs are here and there upon him, and his head begins to be silvered over

with the white blossoms of the grave, that to his own pleasing recollections He would add His divine consolations which are neither few nor small.

Thus, ladies and gentlemen, we have the happiness to say that some of our Revolutionary heroes, patriots, and friends still breathe the vital air. But alas, how few, compared with those who are gone to the unknown, the eternal world! Our fathers, where are they? Our heroes, patriots, sages, do they live forever? Ah no! Death, the grim monarch of the shades, has thickly erected his trophies over them, and has awfully thinned their ranks.

Washington, the great and the good; Washington, the brave yet cool and prudent chieftain; Washington, the first in war, the first in peace, and the first in the hearts of his countrymen, is no more! Greene, the intrepid Greene, who played with death an hundred times in the field of battle, and whose majestic form the leaden messengers of destruction could never touch, has fallen by a fatal stroke from yonder grand luminary! Wayne, the gallant Wayne, who so heroically assaulted, and so triumphantly carried the British rampart at Stony Point; Wayne, whose brave soul the war-whoops and yellings of the savages of the wilderness could never appal, has fallen by fatal disease! Hancock, the mild, the polished, the generous, the patriotic Hancock, whose coffers were always open to the calls of his country, and who spent a princely fortune in her behalf, has gone down to the gloomy mansions of the dead! Adams, the stern, the unbending, the unyielding Samuel Adams, that master-spirit among our first patriots, the productions of whose pen, in the years seventy-one, two and three, made George III tremble on his throne, is now no more! the fire which once flashed in his eyes is quenched in death; the tongue on whose eloquence a grateful metropolis, and an august senate, so often listened with rapture, is now silent in the grave! To each of these worthies whom I have mentioned may be applied that encomiastic verse of the Latin poet—

Semper honos, nomenque tuum, laudesque manebunt.

Time would fail me should I mention and very briefly eulogize a Starks, a Knox, and others who in those times deserved well of their country. Let those I have mentioned suffice. But what did I say—that these patriots and heroes are now no more? I did say so! but I recall the expression. They live, they still live in yonder realms of

light and bliss. Methinks that, with my mental eye, I now see them, holding happy converse with the patriots and heroes who departed before them. They live in the hearts of their countrymen; in whose hearts are and will be erected for them, monuments more honorable, more lasting, than those of polished brass, or of sculptured marble. They live in the annals of the nation; the historic page shall do justice to their virtues, and shall transmit their names down, with merited eulogiums, to the latest posterity: while the names of their enemies, who were also enemies to their country, shall sink down into eternal oblivion; or if they are ever remembered, it will only be to meet the fate of an *Hutchinson*, a *Church*, a *Benedict Arnold*, a *Judas Iscariot*—the contempt, the scorn, the indignation, of the wise and good.

The fame, the praise, of our patriots and heroes of the Revolution, cannot be circumscribed within the limits of the United States. No. The spirit of Otis, of Quincy, of the Adamses and others, which just before the war was so gloriously displayed in Faneuil Hall, that cradle of our independence carefully rocked by the patriotic Bostonians, has visited other climes, and shed its influence on other nations. Illumined, cheered, animated by the effulgence of its rays, the Spanish colonies in South America have arisen in their might, have thrown off the galling yoke under which they long labored, have renounced their allegiance to a foreign despot, have gallantly fought for and obtained their rights and privileges, and are now in the enjoyment of independence with its attendant blessings. They have formed constitutions, they have erected elective representative governments similar to our own. They gratefully acknowledge that it was by the influence of this spirit, by following our example, that they have obtained these blessings. Yes; they with gratitude own that our patriots pointed out to them the right road, smoothed and paved the way to their independence. When they would extol their own patriots and heroes, when they would declare their sense of their martial deeds and meritorious services, and express their gratitude for them, they think they have used the loftiest strains of panegyric, that they have gone to their *ne plus ultra* in the way of encomium, when they have styled them the Washingtons, the Hancocks, the Adamses of Spanish America.

This spirit has passed over the briny waves which separate us from Europe; has visited the people of England and Ireland, has animated

them to seek a reform in their Parliaments, to shorten the duration of them, and to obtain a free and equal representation in their House of Commons.

This spirit has visited the classical ground of Greece. The Greeks, who for centuries have been writhing under the iron hand of Turkish despotism, have been animated to endeavor to extricate themselves from their horrid bondage. For this they have struggled with partial success; and for this they are now struggling. God grant that the good work begun in them may go on, and be perfected to its end; and that the time may soon arrive when these Greeks shall reassume their rank and station among the nations of the earth. Heaven grant that the time may soon come when the banner of the cross shall be seen in the city of Constantinople, waving over the crescent of that grand imposter, Mahomet, on the stately and magnificent walls of the once celebrated church of Saint Sophia.

Ladies and Gentlemen: Our Revolutionary heroes, being dead, yet speak to us from their sepulchres, or rather from the happy stations to which they are exalted. Their first voice to us is, "Stand by your country!" Their second voice is, "*Stand by your country!!*" Their third voice is, "At every risk, at every hazard, STAND BY YOUR COUNTRY!!!" *Hark!* what voice is that which I hear, or seem to hear? O, 'tis the voice of Washington, the sainted, the immortal Washington! I recognize that well-known, mellifluent sound! "My sons," he says, "scorn to be slaves; scorn to be hewers of wood or drawers of water, to any people or nation under heaven. My sons, support your independence against the assaults of foreign foes, and the wicked machinations of intestine conspirators. Cultivate union among yourselves. Remember that it is as true now as it was when I was at the head of your armies, that by uniting you stand, by dividing you fall. Remember that the possession of union is the possession of liberty, and that the loss of union is the loss of your independence. Frown therefore, frown indignantly on the man who dare to lisp a syllable in favor of a separation of the States."

Shall we not hearken to the voice of Washington, that father of his country, that benefactor of mankind, that ornament of the human family. Yes, we will. From this time we will exile from our breasts all party animosities and prejudices; we will erase, we will expunge from our nomenclature the party names by which we have been

distinguished, and will substitute the more honorable, the more appropriate appellation of true friends to our Government and Constitution.

Fellow Citizens—It is of high importance to cultivate this unanimity, these good feelings. We have enemies within, we have enemies without! We have not only to watch over aspiring demagogues among ourselves, who, under the cloak of patriotism, are seeking to aggrandize themselves and their connections; but we have to contend with Principalities, and Powers, and Dominions. Many of the Monarchs of Europe have entered into a league which they audaciously term a *holy alliance.* This by the way is a flagrant and impious misnomer. These allied monarchs have already proclaimed hostility against republican principles, against republican institutions; and it is without doubt the ardent wish of their souls that every Republican Government on the face of the earth should be eradicated; and that no government should be in existence except such as are as despotic as their own. Besides, we have reason to fear, that there are *some* who envy our growth, who repine at our prosperity; who look upon us as their *rivals* in commerce, in manufactures, in nautical skill, and naval tactics and bravery. These will use every exertion within the compass of their power, they will leave no stone unturned to bring about a dissolution of the National compact—to effect a severance of the States. Their maxim is, *Divide et impera.* But fellow citizens, let *our* maxim be, *Quos Deus conjunxit Nemo separate.* Those whom God hath joined together, neither men nor *Devils* shall ever put asunder.